# YACHTING

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*When Madison Square Garden housed the Motor Boat Show. A huge circular tank was used to prove that the boats would really float and the engines really "mote"*

## The Early Motor Boat Shows

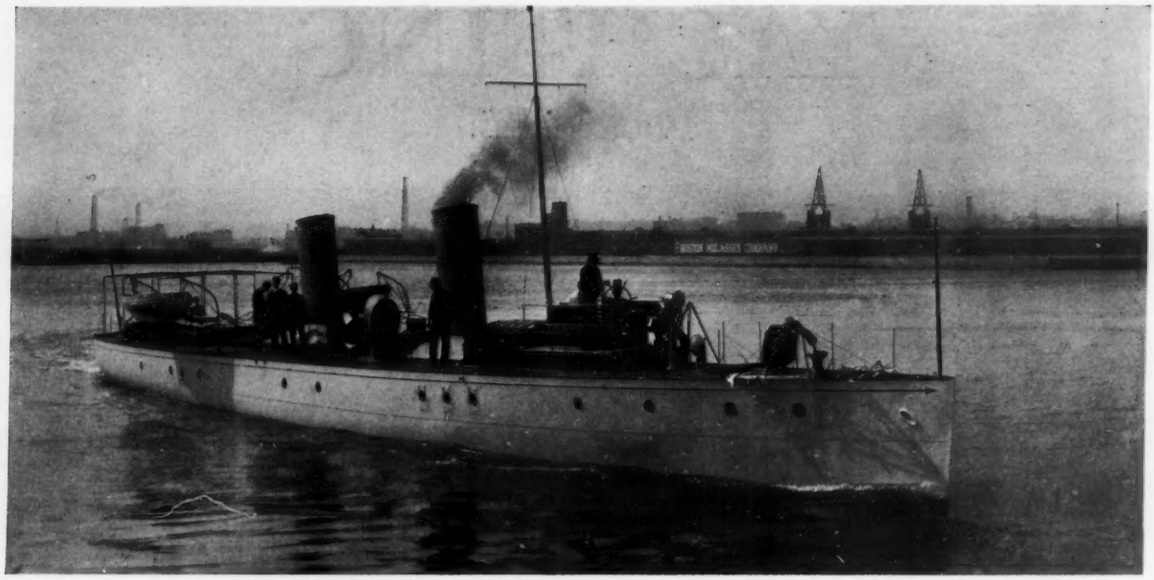
### Something of the Remarkable Evolution of the Power Boat and Internal Combustion Engine in the Last Thirty Years

By HERBERT L. STONE

ANYONE visiting the Motor Boat Show in this year of grace 1931, with its exhibits filling four floors of the Grand Central Palace, will have difficulty in realizing from what modest beginnings sprang these annual exhibitions which have come to mean so much to the boat owning public. Difficult, also, will it be, even for those who have lived through the period, to visualize the phenomenal development in pleasure boat design since that first show in the early years of this century, at which power boats and the crude internal combustion engines were first exhibited to a more or less skeptical public, to whom steam and wind were the recognized forms of boat propulsion.

The Show this year is the twenty-sixth annual exhibition in New York which the boat and engine industry has promoted and managed through the National Association of Engine and Boat Manufacturers. During those twenty-six years it has become thoroughly representative of an industry that has come to include practically every phase of pleasure boating. But the first Motor Boat Show of 1905 in which the National Association participated was not the first attempt to interest the general public in motor boats through the medium of exhibitions. About the year 1900 a Sportsman's Show was promoted in New York, and the following year found launches and other boats of various kinds included in the exhibits, until these shows became known as the Sportsman's and Motor Boat Show. This was when the internal combustion engine was coming into use and fast displacing the steam, vapor and electric launches, which up to that time were the sole mechanical means of boat propulsion.

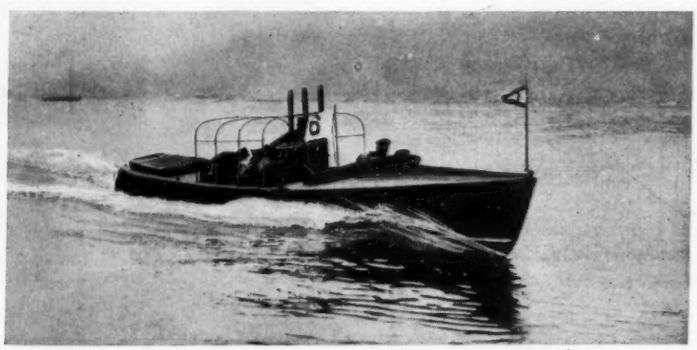
Most of these early shows were held in the old Madison Square Garden, at 26th and 27th Streets and Madison Avenue, then the recognized and fashionable exhibition hall in the city, which housed such events as the Horse show, the circus, six-day "bike" races, prize fights, and other such elevating and interesting



*The latest in steam yachts in 1905. "Cigarette," built by Lawley*

spectacles. In order to impress upon the public the fact that the boats would really float and the motors really "mote," a huge tank filled most of the main floor of the Garden, and here the sceptic and the "prospect" could have a demonstration of what the boats would do afloat. It was all very interesting and ingenious.

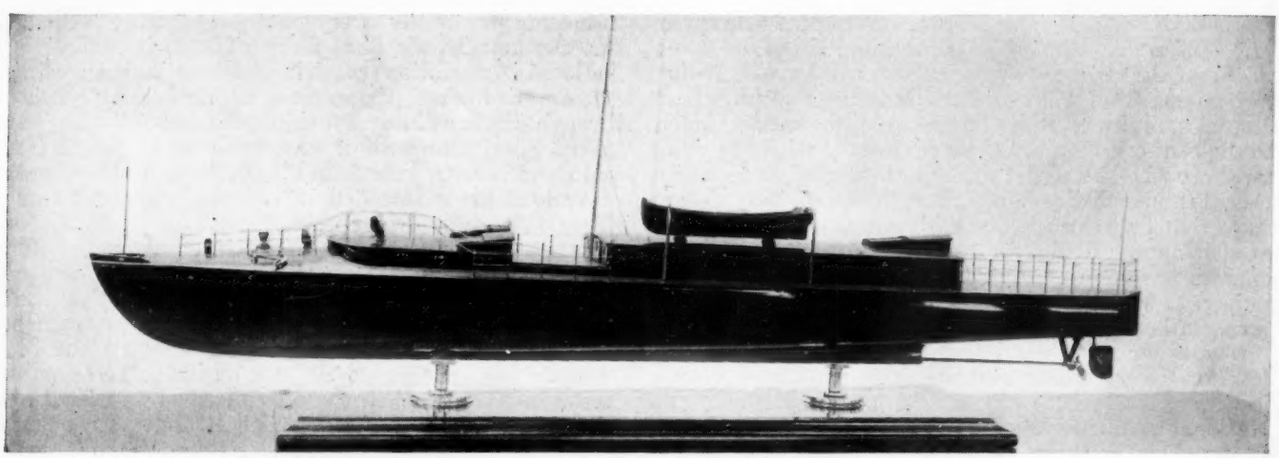
The pleasure launch in America had its inception in the 'seventies of the last century in various small craft propelled by steam. The boats followed in design the larger steam driven craft, or the pulling boats then used for tenders of large yachts. Measured by modern standards, even the best of the launches of that era would seem primitive and poorly fitted for their work. Most of the hulls were lacking in seaworthy qualities and were safe only in smooth waters. The accommodations were limited, the greater part of the hull being given to engine, boiler and coal bunkers, and under our steamboat inspection laws they required some kind of a licensed engineer.



*As her name implies, "Skedaddle" was a fast boat. When she turned in speeds of 30 miles the sound of her engine was audible five miles away*

The next step in the evolution of the power boat was the substitution of liquid fuel in place of coal, burned from a series of small jets or perforated pipes. Following this was the use of more volatile liquids, especially naphtha and alcohol in place of water within the boiler, naphtha or kerosene being used also beneath the boiler for the generation of the expansive vapor. This form of power reached its highest state of development in the famous naphtha launches of the 'nineties,

(*Continued on page 160*)



*This type of long, lean craft was the forerunner of our modern express cruiser*

*Running before a quartering sea. The author, who made the passage on "Shamrock" as mate, at the wheel*

# Across the Atlantic in "Shamrock V"

## A Nineteen-Day Passage Through October Gales

By IRVING JOHNSON

WE LEFT Bristol October 2nd, towing to sea with a half-drunk crew, for all the world like a square-rigger. The only other American in the crew, a Bristol boy, had to rush to Boston for his passport at the last minute. He started by car, changed to airplane, which broke down, so continued by car to Boston. We left Bristol without him, so he flew from Boston to Newport and came out in a motor boat. This cost him more than his wages for the whole trip.

In preparation for the voyage the top section of *Shamrock's* racing mainmast had been removed and twenty feet sawed off from its lower section. The lower part of the trysail was cut off and bent on without a boom. This gave the rig a very stubby appearance. Two small lifeboats were lashed on deck.

Going down Narragansett Bay, those of the crew who were able helped me rig double lifelines all around the deck. Passing through the Narrows we stowed the anchor chain below and put the heavy anchor down in the bilge where it was firmly lashed.

We made sail at Brenton Reef Lightship and cast off the tow line just at nightfall. So far so good, but it gave one a queer feeling standing out to sea in such an outfit.

Not having a chance to correct our compass, we set a course that would take us 30 miles south of Nantucket lightship to clear the shoals. I was very much pleased with the speed *Shamrock* was making close hauled in a moderate breeze. The Captain told me to set the watches, and I chose the men and set them in regular English style, four on, four off, with four to six and six to eight dog watches in the afternoon. The crew were all first-class sailors, and with one exception they were deep sea sailors who went yachting every summer. Most of them had sailed in square-riggers, and the skipper had been captain of one. He was Scotch. Five of the sailors had been in the crew of the *Enterprise* in the racing. There were ten of us, all told, seven being sailors. Except for the Captain and cook all of us were young. Peterson was only twenty-one. I was twenty-five.

I got quite a thrill being in charge of a watch on a sailing ship bound for the high seas, not realizing until later how high those seas could be. The Captain and I stood watch more or less as we pleased, but never getting much sleep.

At noon of our second day we had run 144 miles. Our noon latitude sight put us far to the north of where we should have been. Why we didn't see Nantucket Lightship I don't know. A northeaster, which had been gentle, was now becoming fresh. The ship had a very quick motion because of her long ends and deep, heavy ballast. All hatches had been battened down during the night, and things were getting rather stuffy below. The lights down there were what the skipper called hurricane lanterns, but really were just the barn variety, lashed to the stanchions. When they were being filled a lot of kerosene was spilled on the floor and ran down into the bilges. On top of that, the cook's oil stove began to smoke. I was the only one to eat a proper breakfast that morning. The Captain didn't even take morning sights. So I took three. Everything was fine while on deck, but when I was trying to work up these sights below I found that a breathing spell in the open air was necessary every few minutes. Once I stayed down too long and had to "feed the fishes," just as every other

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[When it came time to sign on a crew to sail *Shamrock V* back to England, none of her original crew were on the list. The empty berths were filled largely by a hardy lot of sailors from *Enterprise* and *Weetamoe*. Among them was Captain Irving Johnson, youthful master of Newcomb Carlton's Seawanhaka Schooner *Charmian*, who sailed around Cape Horn in a square-rigger last year. He shipped for the voyage on *Shamrock V* as mate. (ED.)]

man on board had done before me. That kerosene smell turned us all inside out. Who ever heard of a whole gang of deep sea sailors getting sick like that!

During the afternoon the ship was jumping, rolling, straining, and throwing water on deck in fine style. Suddenly there was a bang over head, and down came the spring stay between the masts. This was no joke. We took in the jib to ease the mainmast and rigged one of the mizzen backstays forward to keep the mizzenmast from snapping aft. We had the two masthead men from the *Enterprise* aboard, and we tied one of them in a bo'sun's chair and took a few turns around a shroud so he wouldn't swing. Then we hoisted him about one-third of the way up the mainmast to catch the end of the broken stay. It was lashing around like a devil's whip, but he finally made it fast.

I took over the watch at midnight, with the wind increasing all the time. She was going 11¾ knots by 4:00 A.M., so I told the skipper. He never had her over ten with this small rig before, so he yelled, "Take in main and mizzen and reef the forestaysail!" I wanted plenty of sea room with the barometer going down the way it was, so I kept her going.

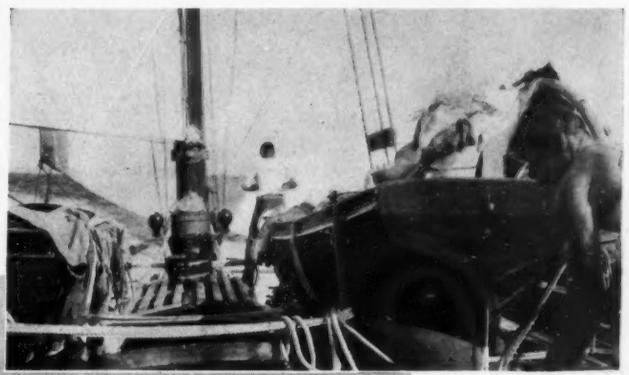
We got into the Gulf Stream with a strong gale from the N.E. against S.W. current. All we could do was run before it under reefed forestaysail. The wind increased all the time. In my morning watch a heavy sea broke aboard, sending the feet of the man at the wheel (who was 6 feet 5 inches tall) higher than his head. He hung on like a good one and landed on his knees. Trying to see the course again, he found the compass, binnacle and stand washed clean overboard and part of the steering gear box broken off. I grabbed the wheel and steered by the wind so the staysail wouldn't jibe, or it would have left us. We soon took it in and ran under bare poles. The sea that took the compass split right through a heavy canvas weather cloth in the mizzen rigging before striking the man.

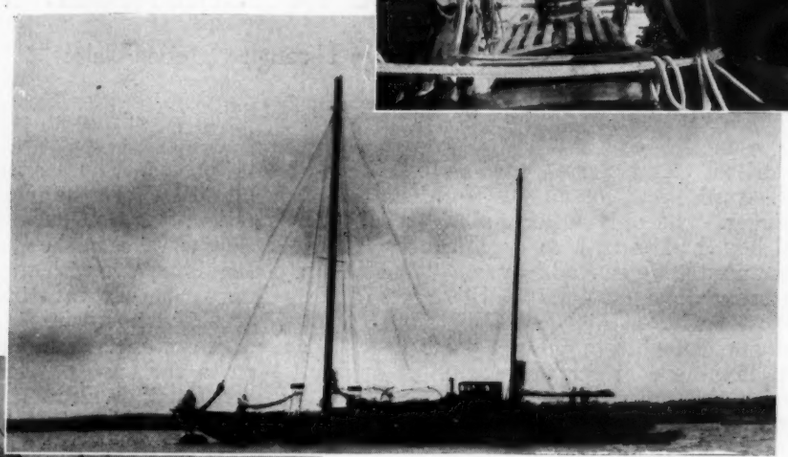
We had been having plenty of rain for the past twenty-four hours, but now there came more of it, and more wind! Soon the wind increased to a full gale, and a seam opened in the bow. We set one of our two pumps working, and sometimes had three men at it. Heavy water came aboard forward, aft, and from both sides. The deck was leaking everywhere, and you wouldn't think we had on any hatches at all. Whenever we took a sea aboard it came through the hatches in bucketsful. The deck hadn't leaked when we started, but the heavy seas twisted the long, overhanging bow and stern, opening up the deck seams.

In the early afternoon the wind went almost calm for an hour, but the glass still went down. Then how the wind did blow!! Squalls of hurricane force came from the north that were impossible to face. I didn't have a sou'wester and the flying spray cut my ears so I had to hold on to them. It was broad daylight, but we couldn't see twenty-five feet over the bow at times. Our only chance to look back was when we were down behind a huge wave out of the wind. And to see a tremendous wave towering behind us nearly gave us heart failure. So we stopped looking in that direction. Two men were lashed at the wheel and they had a tough time of it. The wheel kicked, and the big seas knocked them about. "Hell on the high seas" is as near as I can describe that weather, only it was cold. Several times I had tried to figure out why I ever started on this trip and I made mental notes never again to go on any such long-ended craft.

We were all getting rather weak, partly from lack of food, because the cook wasn't able to prepare it in that weather, partly owing to the strain of hanging on, and, last, because we didn't get sleep enough. Our flour, bread, sugar, and many other things were soaked with salt water. Below, she was in a terrible mess. It was too sticky and damp to dry our clothes on us while we slept, and there was not a dry square inch on the boat.

We were eighteen hours under bare poles, and in the same length of time the barometer dropped 95-hun-

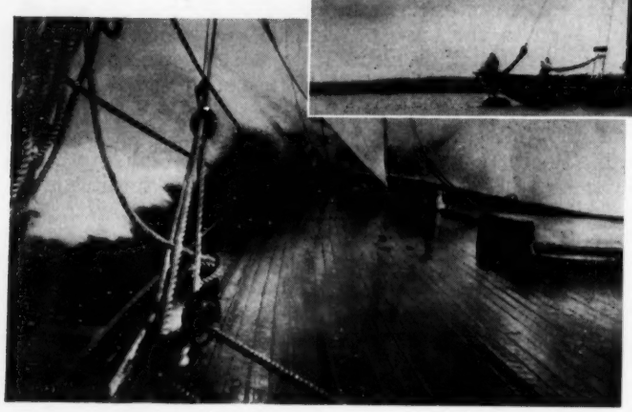




*"Shamrock V," with her short rig, in Southampton after a 19-day passage made in hard winds and high seas*

*(Below) Slamming into it. Note how deck seams worked in the heavy seas*

*Drying out during one of the brief spells of comparatively good weather*

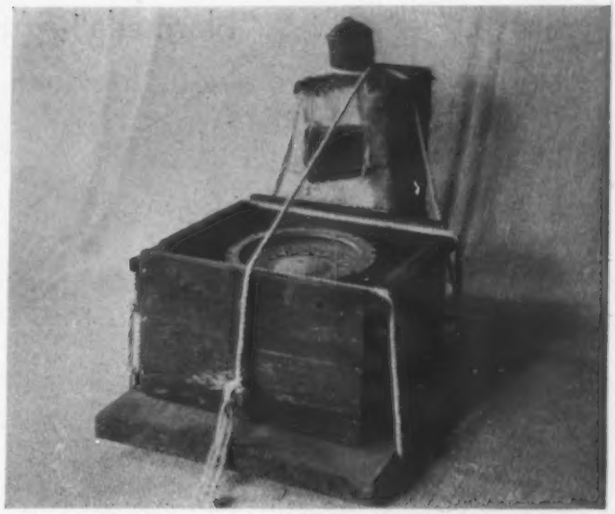


dredths. During the day we set all sail, but the ship jumped around in every direction. Those long ends were always "catching crabs." There was plenty of work trying to repair damage done by the storm.

I hauled out a small, old boat's compass and binnacle that the Captain didn't know we had. It was in one of the lifeboats. He said it was worth five hundred dollars to him before we noticed that the compass card had lost its magnetism and wouldn't turn. Later, we found another boat's compass that wouldn't fit in the binnacle, but rigged it up after a fashion on top of the steering-gear box. Also, we rigged up a little light for night steering. That morning the cook scalded himself and broke part of his stove.

The weather was rather better the next day; so we had a chance to repair many different things. We made a weather cloth for the mizzen rigging to replace the one that had carried away when the compass went. Other jobs were repairing the tack of the mainsail and covering over the larger leaks in the deck near the storeroom.

On October 8th we had another gale, this time from the east. How we did slam the old *Shamrock* to the northeast until the sea got too rough. Then we ran under bare poles with the wind on the quarter so as not to go back on our course any more than we could help. She rolled, strained, and banged as though in agony — but the real agony was ours. Everything was wet through. I had the cook's canvas apron to keep the water from leaking down on my face as I slept. The Captain cut up an old sail to hang over his bunk to keep the water off.



*The improvised binnacle set up on the wheel box after the steering compass and binnacle were washed overboard*

*The sail bin, owing to the protection offered by its high sides, became a popular sleeping place*

The sailors slept in their oilskins. Most of them were thrown out of their bunks over the foot-high bunk boards, and all but three shifted to the sail bin, which had sides two and a half feet high. The three who didn't change had their bunks amidships where the motion was less violent.

The next day we were still running before the wind under bare poles and hanging on for dear life. Oh, how wet things were, and such a smell below! We had to cut our way through the smoke whenever the oil stove was started. Everybody ate when food was ready and a hand could be spared from hanging on.

In the afternoon we picked up a good southwesterly breeze and set all sail, with reefed main. A terrible easterly swell was still running; we climbed, jumped, fell, and leaped — in fact, did everything but handsprings. Those in the sail bin shifted around like dried peas in a rattle. The long bow would shoot out over a hollow between the waves, and drop so quickly that often the light in the lanterns below decks were flicked out and our breath taken away. Then, crashing down, the bow would stop with such a jerk that the whole stern, as far forward as the wheel, was jammed under water. We found a lot of water in the bilges, most of which had come through the deck. If the *Shamrock* hadn't had a wonderfully strong hull we would have started swimming long before.

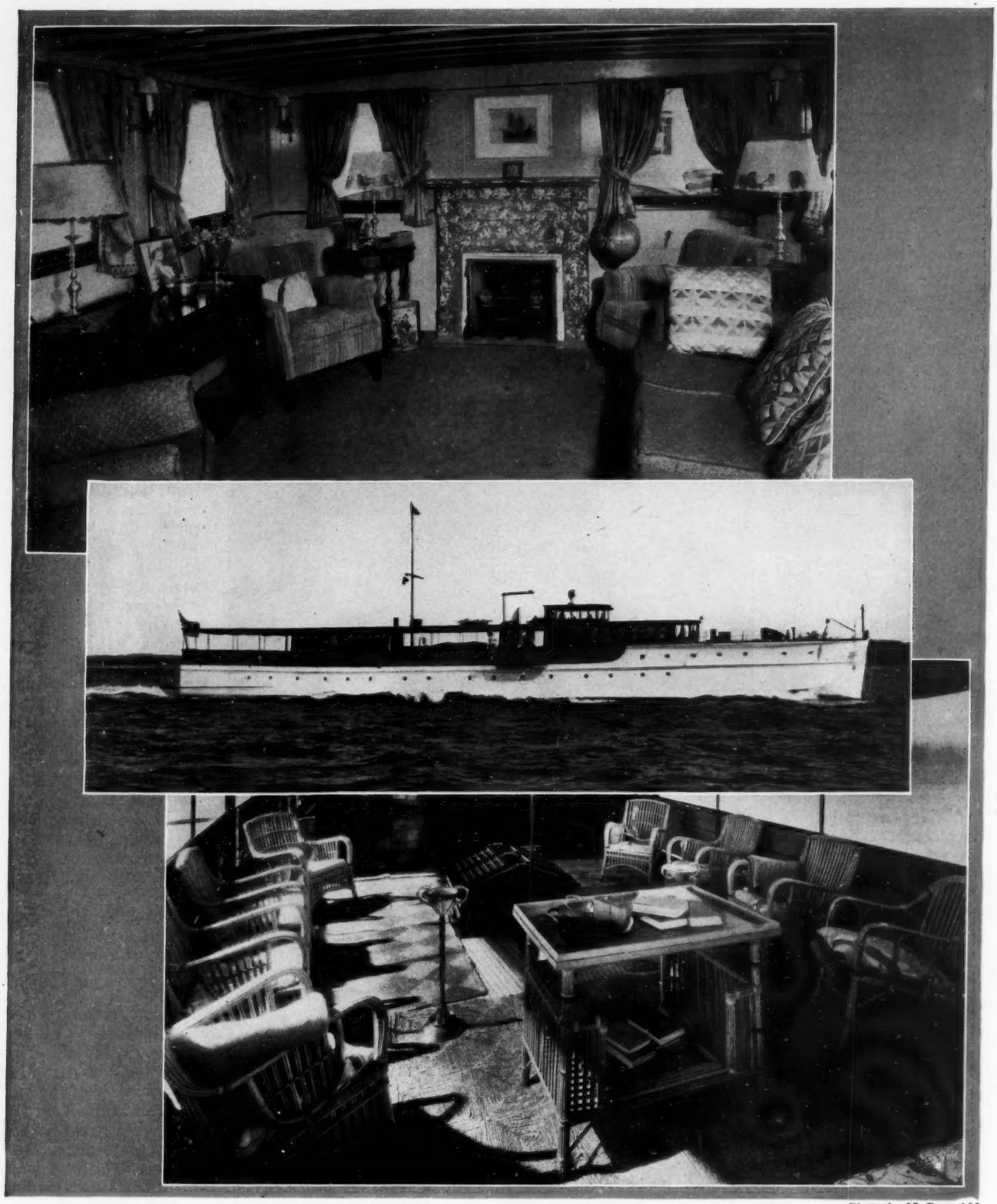
*Captain William Paul checking the course on the standard compass amidships*

In our first big gale we couldn't do anything but drive before it under bare poles. Any sail would have blown away or taken the mast. In this second blow the wind didn't reach hurricane force, but we tried to drive her to the limit because of the food situation, most of the food having been soaked and spoiled. We had some Mackintosh apples, and they were fine — the best food we had on the trip. They were soon eaten, however, and we were dependent on canned food and crackers. The homeward voyage of *Shamrock III* had taken forty-six days. Our food would give out entirely if we were delayed as they were by head winds and calms. Much better take a chance of drowning than starving, we thought, and drove the ship for all she was worth.

We set the full mainsail the following morning, and

(*Continued on page 148*)

# "Normada"—An Able Diesel Yacht



*Photos by M. Rosenfeld*

*In "Normada," owned by James Carstairs, of Philadelphia, the designer, T. D. Bowes, has produced an able and handsome 110-foot cruiser. The living room in the after deckhouse is warmly decorated and conveniently located. The pilothouse, surmounting the forward deckhouse in pleasing proportion, gives an unobstructed and commanding view. The final touch of comfort is added to this well-planned yacht by an unusually roomy after deck. Built by the Salisbury Shipbuilding Corporation, "Normada" is equipped with two Treiber Diesel engines*

*When the day's work is done. Oystermen of the North Carolina sounds*

# South of Forty—North of Thirty-Five

## The Chesapeake Bay and Pamlico Sound Country

### Part I—Enter Here

By FREDERIC M. GARDINER

IN THE days to come, when great 20-motored sightseeing air-busses take off from the airports of the world, there will be those which will roar their way over that astounding, serrated system of waterways which spreads its fingers from the sea to the foothills of Virginia, North Carolina, and Maryland. That portion of the Atlantic watershed called, in general, the Chesapeake Bay and Pamlico Sound country.

In the centrally located conning tower, slightly above the tiered sightseers, each at his binocular and fog-piercing observation glass, will stand the radio-trained announcer, speaking into a microphone which will carry his voice above the roar of the motors to a dozen aptly located loud-speakers.

"Below and to your left, ladies and gentlemen," he will perhaps be intoning, "lies the Delaware and Chesapeake Canal, recently dredged and widened to permit the passage of our heaviest battleships. You can follow its course stretching to the eastward toward the Delaware River. The steamer now passing under the draw at Chesapeake City, if you will focus your observation glasses, is the *Abraham Lincoln*, largest and fastest passenger ship in the world.

"Ahead, the large captive balloon that you see, marks the north and south division of the air channels, and beyond, the chimneys of Baltimore, now the second largest seaport in the world, are just emerging from the haze."

You and I may be sitting in the luxury of deep-cushioned armchairs, gazing down upon all of this with a mild wonder, with some difficulty in recognizing our old cruising ground in the many-chimneyed, industrially developed panorama spread out chartlike to our view; and certainly with a numb regret at the changes wrought by progress on a territory so long under nature's sway.

We may, of course, all be among the dead — let us hope so — long before such developments come to pass. Thank God, at least, that the picture just sketched is still only in the land of dreams. Thank God that the oysterman still oysters; that the bugeyes still bug; that the crabbers still crab. Thank God that the Rhode River has not as yet become the site of the "Baltimore Kiltmore Kountry Klub"; and that the ivy still riots over the graves and church at St. Mary's.

There will be no attempt to make this article a *Yachtsmen's Guide*. In fact, the author has been counseled to avoid any such trend in his writing. To be sure, you may find tucked away at the end of subsequent dissertations, tabulated analyses of portions of this part of the world, as a concession on the part of the Editor to a mind with a leaning toward tabulations. For those whose cruising blood is stirred, let me recommend for detailed, and generally accurate information, the U. S. Coast Pilot, Sections C and D. Every yachtsman, of course, has these volumes reposing on the bookshelf of his yacht. The fact, however, that so many with whom I have talked have professed ignorance of the waters described therein, encourages me to mention the matter.

Let these sketches, rather, constitute an appetizer, a dish of *hors d'œuvre*, which may be consumed at a

mouthful, to be followed by the main courses. For the soup and the fish, and the roast and vegetables, let such books as Swepson Earle's *The Chesapeake Country;* Paul Wilstach's *Potomac Landings*, and his *Tidewater Virginia;* and Robert Barrie's *Cruises, Mostly in the Bay of the Chesapeake*, satisfy your hunger.

### The Blue Flag Cruising Ground

A "cruising ground," as such, is or is not; it appeals or repels, depending on the personal taste of the yachtsman. I like oysters. I have friends who dislike oysters, and I maintain the highest respect for those who dislike oysters from trial and conviction. But in what save pity can those be held who, disdaining the oyster purely out of prejudice, refuse even to taste him! *Quel domage* — even a carpenter and a walrus showed more intelligence than that.

So with this, the favorite cruising ground of many. It might well be called "The Blue Flag Cruising Ground," named for the square bit of dark blue bunting which, flown at the main spreaders, denotes the owner's absence. So come the yachts in a steady stream, at certain seasons of the year, south-bound in the fall, north-bound in the spring: barging from canal to canal; leaping, so to speak, from wave crest to wave crest. I have sat in gloomy contemplation and watched the blue flags go by, the gloom engendered in a well wishing heart at the pleasant opportunities so lightly passed up through, I hope, ignorance.

*On the Chesapeake oyster dredging must still be done under sail*

There is, so they say, a time for all things. One would not, for example, normally elect to cruise in the West Indies during the hurricane season, nor along the coast of Maine in winter. By the same token, July and August are not the months to cruise the Chesapeake, but from early April to late June, and again from September to Thanksgiving time, "ye canna' beat it." In fact, during the very time when the "blue flag" is most in evidence these waters offer their best; of climate, of beauty, of sport.

Let me, at this point, lay a ghost. A poignant question which I repeatedly encounter in discussing the problems of Chesapeake Bay cruising is: "How much do you draw?" My answer, "Six feet," elicits surprise, sometimes including a dubious shake of the head, and such a remark, perhaps, as "That's pretty deep, isn't it?" Which shows either a lack of familiarity with the territory under discussion, or a desire for a greater factor of safety than seems necessary. It has been my experience that a draft of six feet is a perfectly comfortable one, provided a weather eye is kept on the soundings shown on the charts.

There are few harbors, hardly a river, and there are no navigable canals in the Pamlico-Chesapeake country which do not admit of a draft of six feet, unless one is to include all of the little creeks and coves where a draft of over three feet would present difficulties. To put it in another way, it will be found that a draft of over six feet will limit one's cruising area materially; that a draft of six feet permits general cruising in the entire area and its tributaries; and that to increase the effective cruising area to any extent over this the draft must not exceed three feet, or, at the outside, three feet six.

Even for yachts of considerably deeper draft than six feet, and when it comes to a power boat very few of them draw over four feet, the charts show a surprising number of rivers and harbors which may be visited. The Patuxent River, for example, one of the most picturesque in the region, can be navigated with a draft of twenty feet for twenty miles from its mouth, and will allow eight feet or better for fifteen miles above that point.

I do not propose to discuss the *pros* and *cons* of draft *per se*, but for those who have avoided the Chesapeake *et al* on account of draft, I say, "Take another look at the charts." Further, I believe that a study of the charts will bear me out in the statement that a draft of six feet is a fairly happy medium for cruising along the entire Atlantic Coast as far south as the St. Johns River, and through the Bahamas and the West Indies.

*Laissez faire*

For the motor cruiser draft is not, usually, so vital a matter, but for the yachtsmen who stick to sail, and particularly for those who prefer a keel to a centerboard, it is of considerable importance.

A rather humorous slant to this draft business was presented the other day by a neophyte in yachting circles who has bought himself a boat and spends considerable time on her, bouncing, I should say from his descriptions, from shoal to shoal.

"Gosh!" he ejaculated, "my boat draws only three feet, and I've been aground lots of times in the Chesapeake."

I asked him what charts he was carrying, and he admitted reluctantly that he didn't have any charts, but "took a fellow along who knew all those places."

I pointed out to him that there were plenty of spots, not only in the Chesapeake but elsewhere, including Long Island Sound, Cape Cod Bay and the coast of Maine, where he could put his ship aground if he drew *two* feet, unless he watched his charts. But he did not appear to be convinced.

*One of the old lighthouses on the Chesapeake*

### Que Quiere?

There is an endless variety of cruising delights to be found between Chesapeake City on the north and Moorehead City on the south. The individual definitions of cruising perfection are as many and diverse as the individuals who define them. That anyone, however, should fail to find a fair proportion of his ideals would be hard to explain. You will not find, here, the rocks and pines of Maine, nor, except in small degree, its fog. You will not find the clear blue sparkle of New England water — nor its chill. To sail, to fish, to swim when northern neighbors are building fires; to shoot, to bask in the sunshine of a peculiarly soothing climate; to experience the occasional zest of a battle with the elements, to watch the flicker of the white sails of the oyster fleets — if these are to be numbered among the delights of cruising, they are all present.

But what of all that? There is a challenge to the lover of cruising in *any* water he has never seen. New ports, new customs, new navigation obstacles to overcome, new hospitality to try — and here there is hospitality of a genial flavor. We cannot all of us so order our lives that we may seek the ports of the seven seas, but there are few of us, who cruise at all, who cannot find new sport comparatively near at hand. Time is an element to be considered, and accessibility a problem. But when it is remembered that Baltimore, Norfolk, or Washington can now be reached in, at the most, an overnight trip from any point of the territory where sixty percent of the yacht owners of America reside, the matter becomes simplified.

I must not close without reference to that aspect of the activities of this region to which it owes so much of its picturesqueness and charm. I have sat in the grand stand at the Naval Academy at Annapolis and watched a football game. Between plays I have turned my eyes toward the South, over the dancing waters of the bay, to be greeted by the white wings of a bugeye, or a sloop, or a schooner, or of a fleet of them, standing into the harbor for the night. For the Chesapeake-Pamlico Sound country remains one of the last strongholds of sail. Strictly limited by law in his use of power, the oysterman has been forced to continue his reliance on canvas to a large extent. The influence of this has been felt in all branches of marine enterprise in these waters, so that whereas commercial sail elsewhere is rapidly disappearing, here the people remain "sail-minded," and we shall continue, I hope, to see sail in all directions and at all seasons.

*Rounding Drum Point Lighthouse at the entrance to the Patuxent River and the approach to Solomon's Island*

I have no intention of comparing one cruising ground with another. There is, in a sense, no comparison. For —

There's them as likes
  wide waters,
An' there's them as likes
  the sounds,
An' there's some
As don't
Like
Water at all.

There's some that's
  kinda fussy
Likes this harbor, or
  that creek,
An' there's just
A very
Few
As likes it all!

*The Gold Cup Race at Manhasset Bay in 1925. (Left to right) "Baby Bootlegger," "Baby Shadow," and "Miss Columbia." The course was ideally situated and brought out the largest spectator fleet seen up to that time at a motor boat race*

# And Now About These Motor Boats

## A Secret Regatta for the Gold Cup and Other Gasoline-Soaked Thoughts

By GEORGE W. SUTTON, JR.

BETTER men than I — and more innocent — have been hung for treason. Over in what was once Russia anybody who thinks a thought against the potent unwashables of the Soviet is discontinued quickly against the nearest wall. Ditto, to a milder extent, in Italy. And Nathan Hale it was who regretted he was not a cat so he could give nine lives for democracy.

Why should I, therefore, complain if I am assassinated for the symptoms of mutiny I am stupid enough to reveal at times? This is one of those times, because, from where I sit on the bowsprit, it looks very much as if the motor boating public this year is going to be deprived of one of its greatest annual excitements — the opportunity to watch the Gold Cup Regatta.

For twenty-five years and more many hundreds of earnest and socially minded men, a few splendid women, and five or six organizations have labored mightily to nourish and strengthen this motor boat sport and to make the public watery-minded. While the backbone of gasoline recreation is the standard cruiser, runabout and outboard, it is motor boat racing that makes newspaper headlines, attracts the attention and presence of "the masses" to the sport. It is the show window of the entire marine activity. And now it seems that a curtain of distance is about to be pulled down on the most vivid part of the display.

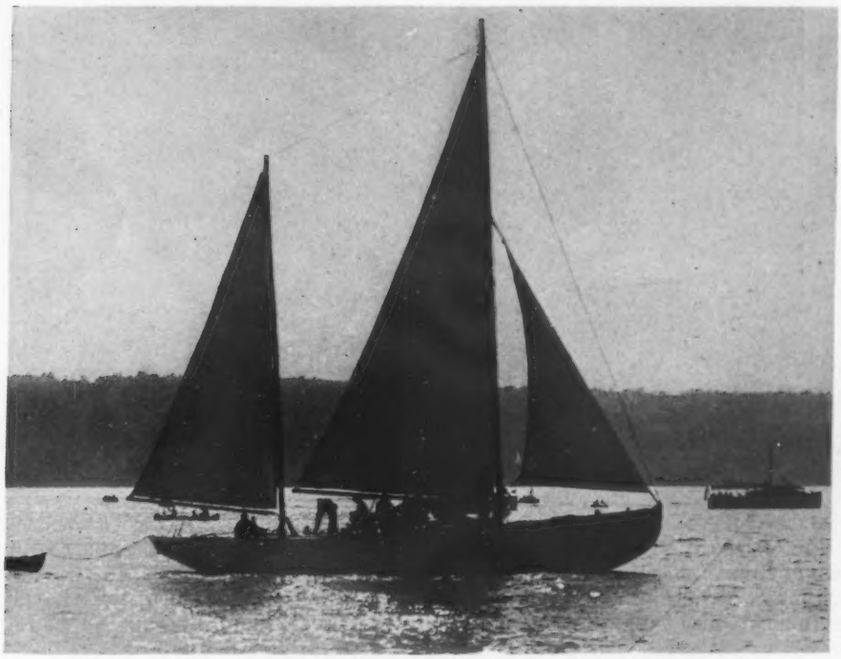
The 1925 Gold Cup Race on Manhasset Bay was a gorgeous public spectacle. The floating grandstands were crowded. The few shore vantage points between the estates of the wealthy were jammed. Around the course there was the greatest gathering of large and small motorized pleasure boats ever seen, before or since, in this or any other country — maybe 2,500 or 3,000 of them. The affair attracted more public and newspaper attention in the East than any motor boat activity up to that time. No normal person could or did look at that immense fleet of "happiness boats" without wanting to join it.

The next year, however, with the greatest list of entries — fifteen — ever seen in a Gold Cup contest, the race was almost unattended due to lack of publicity, coöperation, or the desire to attract public interest on the part of a few people. The great fleet of spectator boats of the year before had shrunk to a few hundred. The crowds ashore were but skeleton groups of the 1925 audience.

Then George Townsend joined the group made up of Benedict Arnold, Judas Iscariot and myself. He took the Gold Cup to Greenwich. The Indian Harbor Yacht Club is rich in sailing traditions. Motor boats, to its officials — although they practically all own them — are in the same class with bath tubs, incinerators and other lowly household equipment — for utility, not sport. To a man, however, but with some misgivings, they pitched in to back up their star motor boat racer — one of the finest men that ever breathed exhaust fumes in the interests of sport — and the motor boat organizations were given *carte blanche*. Although all but two of the eleven Gold Cup boats fell apart, the affair was great stuff. A magnificent spectator fleet lined the course, the races were perfectly run and the press again informed the people of the nation that motor boating was by way of becoming a major sporting activity.

Greenwich and the Indian Harbor Yacht Club, how-

(*Continued on page 146*)



*"Carlsark" had a short but handy rig. Her total sail area was 735 square feet*

# Greece to Gibraltar in "Carlsark"

## A Long, Hard Chance Through Winter Storms and Squalls

By CARL L. WEAGANT

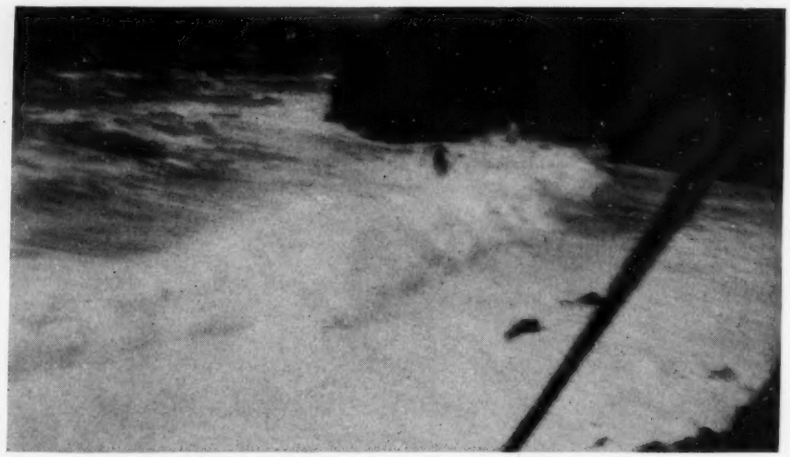
WHEN *Carlsark* set forth from Ithaca, New York, even in the wildest stretch of the news reporters' imaginations, she was bound only for Newfoundland in quest of polar bears and icebergs. Ithaca's most romantic scribe, as he stood on the hill far above Cayuga's waters in the brilliance of a full June moon that night and watched three white sails slowly fade from sight away toward the north, little dreamed that one day they would be furled in a harbor of classic Ithaca of old; the island home of Ulysses, now a forgotten spot in the wine-dark Ionian Sea. Yet six months later those same sails, battered and worn by the winds of the Atlantic and Mediterranean, were lowered in the light of a cold December moon that was rising over the rugged hills of that Grecian isle. Our Newfoundland cruise had been extended a long, long way, but not nearly as far as the goodwill of our parents, who had forbidden the Transatlantic passage. We had reached the end of our rainbow and it was time to start for home over the long 8000-mile track into the west.

On December 19th we reluctantly fastened the jib halliard tackle to the dink, hoisted it aboard, weighed anchor, took a long parting look at the simple beauty of Ithaca and started the 1300-mile dash back toward Gibraltar. It was a dash because we wanted to clear out of that watery hell that is the open Mediterranean in winter, as fast as the gods would allow, and get into the Atlantic to dig southward into the warmth of the Trades. Even *Carlsark* seemed in a hurry, for she ran off at a seven-knot clip before a pleasant easterly, as we took our departure from the Island of Cephalonia and headed across the Ionian Sea toward the Straits of Messina, 300 miles westward.

As soon as we were too far offshore to run for shelter, all the gods of the Mediterranean opened fire. Three waterspouts came whirling over the northern horizon followed by a barrage of icy squalls thundering down out of the Adriatic. With sleet cutting our faces and numb hands, the mainsail was lowered, the mizzen reefed, and everything was battened down for the siege. The squalls continued to pour out of the northwest until nightfall, raising a steep, nasty sea, and then, in less than five minutes, they backed around to the southeast and started a counter attack reënforced by lightning charges that split the blackness on all sides. Aeolus, Jupiter Pluvius and Thor were soon joined by Neptune, who besieged us with hissing, pyramidal seas that surged and boiled across the deck seeking ways to get below. It was a sea of wild confusion that came from all directions. Everything below was drenched. The books and chattels on the shelves leaped to the floor and stirred themselves together with bilge water. The galley became a jumble of pots, pans, tin cans and food that closely resembled a garbage dump. The companion ladder broke loose from its fastenings. Pictures came smashing down. Electric light bulbs hopped out of their sockets and dashed themselves to pieces on the floor. And "Puddin' Tickle," our Manx cat-mascot, yowled with fright. On deck, we fought with stiff canvas until *Carlsark* was finally settled down to her storm trysail. The events of that memorable day were recorded in the log in one word — *Hell.*

On the morning of the third day out of Ithaca a bleak promontory loomed ahead. It was Cape Spartivento, the

toe of Italy's boot, and the Cape Horn of the Italian Peninsula. Edging up under its lee, we found smoother water despite the chilly blasts that charged down from the snow-capped heights of the Calabrian Apennines, and our stomachs were given a fighting chance. Humming hot cocoa was served up with tiers of pancakes to fortify us for the next drive through the Straits of Messina and past Scylla and Charybdis.



*Seas breaking on Europa Point, Gibraltar, during a Levanter*

As we rounded Cape Del Arni and headed north into the blustery pass, we encountered thunder squalls funneling southward. Soon we were plunged into utter darkness with the longest night of the year ahead (December 21st), and to us it seemed the darkest. All hands were posted on lookout, and, with power added to sail, our little oaken ship smashed her way on and on through the swirling currents and driving rain. By morning, we had wormed our way clear of the churning flood that is Charybdis and past the rock of Scylla. "Dud" had charged his way through many hard football games on the Cornell gridiron and I had been rammed into the side boards of hockey rinks seeking honors for our Alma Mater, but no athletic victory was ever sweeter than the triumph of that night.

Clearing the Sicilian coast, we struck out, west by north, for the Aeolian Islands, an archipelago of volcanic origin about thirty miles in length, situated north of Sicily's northern shores. All the following day we coasted in their lee, trimming sails to suit the gusty squalls that burst across the water out of the deep valleys and off the sterile hills. The sun came out during the afternoon, and we were able to dry out our bedding at last. What a joy it was to sleep in pyjamas that night, after five days of sleeping in oilskins. But even this simple luxury was quickly denied us, when, during the mid-watch, all hands were called on deck to have the pyjamas plastered to our backs by a vicious rain squall that swept down from the snow fields of Mt. Etna and split our mainsail from leach to luff about a foot above the boom. The reserve mizzen was bent on in its place and we limped into Palermo on the morning of December 23rd.

Christmas morning dawned serene and beautiful as the music of Latin church bells went ringing across the waters of the colorful old port of Palermo. The weather was so perfect that we were quick to seize the rare opportunity, and set sail for Cagliari, 250 miles westward, on the south coast of Sardinia. *Carlsark* forsook the peace of a picturesque harbor for a Christmas at sea, but not without proper preparations — a fine fat Sicilian turkey was in the ice box and an English plum pudding had been aging in a food locker for two months. The cooks were Joe and Ted Sawyer, the latter a Princeton graduate who had signed on when my roommate had received word in Naples to come home — on a liner. With the aid of a butcher's cleaver and several marlinspikes, they finally managed to inter all eighteen pounds of the turk in the pressure cooker. Off Palermo we ran into a wallowing, windless sea, that made the task of preparing a six-course dinner a struggle of grim determination and growling stomachs. Mare Nostrum was determined to share in our feast, and did, but not until we had downed the last of the plum pudding. Then Christmas carols without words were sung at the lee rail.

On Christmas night we were favored with a following breeze, and all the fancy light sails were set to make the best of such an unusual opportunity. Our hopes rose in anticipation of a prolonged Levanter that might blow us across the 600 miles to Spain or the Balearic Islands.

But all our hopes meant nothing to the falling barometer and the Mistral that was brewing in the Gulf of Lions. On the third day out of Palermo, when almost in sight of the Sardinian mountains, *Carlsark* was caught in the hard grip of old Boreas. His cold winter breath, sweeping across the North Atlantic from the northwest, storms across the Bay of Biscay to be trapped and concentrated into the mighty physiogeographical funnel formed by the Alps on one hand and the Pyrenees on the other; then bursts with greater force into the Mediterranean, through the narrow gap at the head of the Gulf of Lions. Thus blows the Mistral, and for three days *Carlsark* lay hove-to in the face of its full strength and drifting toward the stark North African coast.

*A corner of the quayed waterfront of Cagliari, Sardinia, showing the ancient stone mooring posts*

The trysail was set with double lashings, and a watch was kept to ease the shock on the rudder as it fetched up at the end of its swing, when the steep seas broke under us. Life below decks sank to the level of mere

existence, as we wedged ourselves into bunks and tried to sleep. But even the peace of pleasant dreams about the gay Christmas holidays at home were interrupted and denied us by the never ceasing thunder of crashing seas on the deck and the roar of surging water against the hull. Rolling and lurching, *Carlsark* rose high to meet the crests of charging "graybeards," and then fell deep into their lee only to struggle upward again to face another driving wall of white water that shook the entire ship with the same startling thud of a boat grounding.

*The open Mediterranean in winter is cold, wet and stormy*

The storm trysail, a Lunenburg fisherman jib, was strong enough, but too baggy to effect any forward drive, and *Carlsark* was driven southward toward the harborless African coast. The sea anchor was put over and helped to check our drift, but how much we could not determine, as the heavy storm clouds made the taking of sights impossible. The watch kept a constant lookout toward the south, fearful of sighting the dim outline of a coast, but hoping that the gale would subside before Africa loomed over the horizon.

On the third day the clouds began to break, and I secured a noon sight that put us forty miles north of the coast. That brought some relief, but we were none too sure of the accuracy of a sight taken on a crazy horizon and at spasmodic intervals when the sun could be found and brought to the horizon before a mad roll or leaping sea intervened. The stout leather linemen's belts that we always wore in heavy weather proved invaluable in taking sights under these conditions. To the belt was spliced a four-foot leash of half-inch manila rope, on the end of which was a large snap hook. The hook could be easily and quickly snapped onto life lines, stays and fittings, giving a man two hands with which to work and the assurance that if he did slip, he would stay with the ship. While taking sights, I passed the leash of my "monkey belt" around the mast and snapped it on itself to form a noose. Then, like the boom on a derrick, I was able to swing around into any position, and still have two hands free for the sextant. However, we never did get an opportunity to check the observation, for later in the afternoon the gale abated, and we were able to show sail again.

The main and mizzen were reefed, and *Carlsark* started butting her way northward. The shortened rig proved well balanced, and produced a surprising drive in the face of a sloppy sea. With nightfall came a shift of wind to the westward, with somewhat lessened intensity, blowing cold and clear throughout the rest of the night.

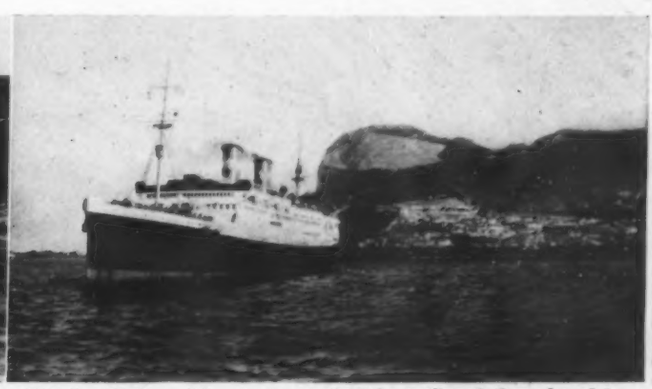
It was still cold and clear when the first rays of the rising sun glistened on the snow-covered peaks of Sardinia, far off on our port bow. As we drew near the rocky shores of its southeastern extremity, and shaped a course for Cagliari, a mean head wind made the going cold, wet, and slow. Jamming into the head seas under sails alone gave us no headway, so we started the coffee mill grinding, after drawing two buckets of salt water out of the gas tanks, drying the magneto, and warming the cylinders with a blow-torch. Cagliari was reached at last, on the morning of the following day.

This bustling, hillside port presents a view of varied towers and domes, crowned by the old citadel. Here we would have liked to remain a week, catching up on sleep and eating a few meals on a table, but as soon as two chickens for the New Year's feast, water, and other provisions were loaded aboard, we pushed off for Spain.

New Year's Eve at sea! Far from the bright lights of Broadway, and the gay times of the past. Far from the dance floor of the Park Lane, but still we celebrated — with a good, sound sleep in level bunks, for the first time in many days. The sea was calm — Mare Nostrum was kind to us at last.

Ding, ding — through the bleak, black night. Ding, ding — over the silent, settled sea. Ding, ding — and I called through the port for the next watch. Ding, ding — and Dud stuck his head out of the hatch into the raw

*A typical Spanish town nestled in the foothills of the Sierra Nevada mountains*



*"Carlsark" dipped her ensign to the "Conte Grande," anchored in Gibraltar Bay*

air of the new year. Nineteen thirty had begun. "Happy New Year, Dud," I said, "hold her eighty degrees." Dud blinked at the binnacle, and I went below. Tearing off the last month of nineteen twenty-nine from the calendar, I crawled into my bunk, and soon was lost to time.

Morning found *Carlsark* heading for Port Mahon, in the island of Minorca. This course was well north of the direct line to Gibraltar, but was chosen to secure a good margin of northing in case El Maestral started to blow again. A cold, damp norther sprang up, keeping the helmsman cold and cursing. The short, steep seas hammered our bows, and struck squarely with a stinging blow of icy water any face that dared look to windward. Slowly the wind veered into the northwest, with every indication of a coming Mistral, and we were forced to take a course that fell well south of Minorca. However, we were able to hold on a westerly course for Spain.

But the moods of the Mediterranean are even more strange and inexplicable than the temperament of the Latins who live along its shores; and so it was that at midnight the wind completely dropped, and the sea fell so calm that it mirrored the stars. In the morning, a blazing red ball of fire rose over a glassy horizon. This was the first time we had seen the Mediterranean calm, and the picture of sunshine that we had always imagined it to be.

In the warm sun *Carlsark* blossomed from stem to stern, and up and down the masts, with soggy socks, sheets, blankets, books, and everything else that had absorbed so much of the Mediterranean during the past ten days, not forgetting "Puddin' Tickle," who fairly lapped up the sunbeams. With Dud's red flannels at the masthead, we pushed along like a Volga barge on wash day, flaunting the red flag on high. The motor continued grinding along all day over a motionless sea, brilliantly blue in the blazing sunlight.

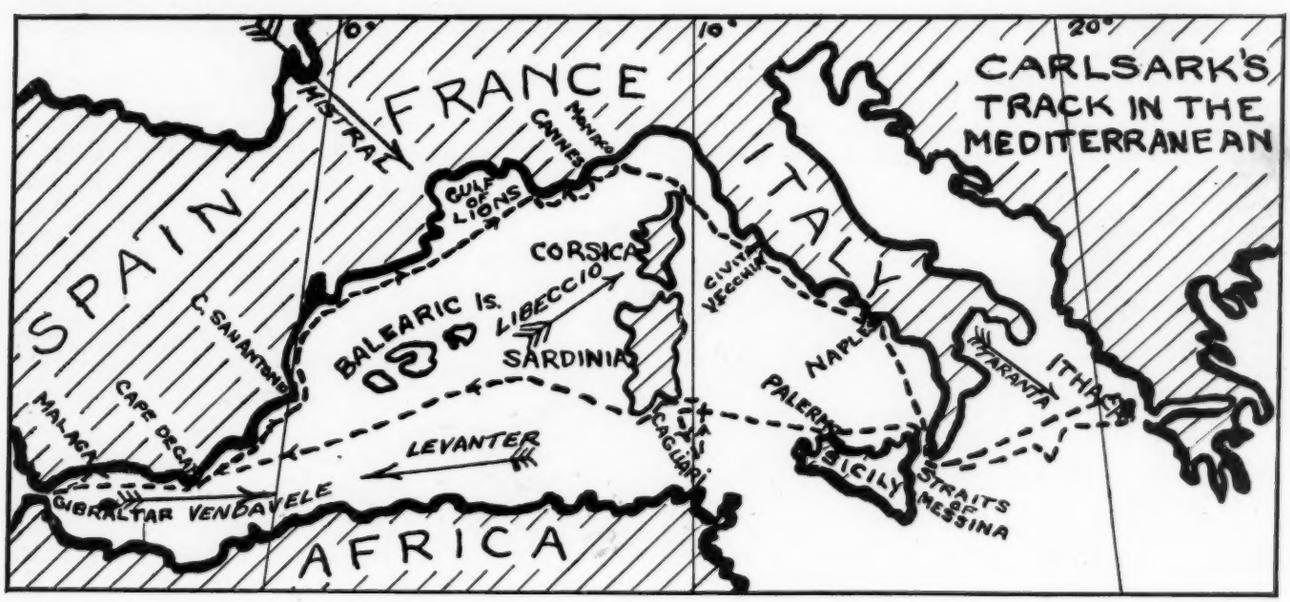
Not a cloud was in the sky, not a ripple on the sea's face, when, like a ball of hot shot plunged into a vat of oil, the sun dropped into the horizon. There was no sunset glow in the sky, but a dreamy transition from mild crimson to a rich reflection of Mediterranean azure. With this perfect evening came porpoises to gambol alongside, and the watch sang his feelings to the blue night. Aeolus was resting before a mighty struggle.

Next morning, rolling over the entire eastern horizon, came great, gray masses of clouds — the forward wall of the Levanter, sweeping eastward from the Syrian desert — while in the west, black clouds were hording eastward before the Vendavale. Swirling, swaying, and surging, the full force of the east wind met the formidable strength of the west, in a vast struggle for supremacy. For two days the opposing winds waged a standstill battle overhead — an inspiring spectacle that made all the Gulf Stream squalls, flying scud of the Mistral and waterspouts seem insignificant. Beneath, the sea remained motionless as death under the lurid sky. Meanwhile we made all haste toward Spain: sooner or later one of these winds would sweep the other before it and descend to sea level as a full gale. When that time came, an anchor down in a Spanish port would be more pleasant than a trysail up in a gale. So we kept the throttle wide open. Indeed, the living through a gale at sea in a small boat is inspiring, but we had had enough of that life to last us a long time. Our sailor's pride was forgotten as we motored for port.

At one A.M. on January 5th, the flashing reflections of a distant light appeared on the low-lying clouds far off on our starboard bow. The light on Cape Palos, nearly forty miles to the northwest, was assuring us that the end of the 600-mile run was near, and that next day the Spanish coast would be between us and the Vendavale, which, judging from the movements of the clouds, was conquering the Levanter.

The following afternoon, when twenty miles south of Cartagena, and within sight of the Sierra Cabreras, the Vendavale descended. However, before it gained its full strength, we were tucked in the lee of the Spanish coast off Port Aguilas. Running close along the shore, *Carlsark* made good time, with only jib and mizzen set. Soon we were off Mesa de Roldan, and the course was laid on the powerful Jesus Nazareno light, twenty miles due south. Three hours later, when almost abeam of the light, all hands were startled out of deep sleep by frantic shouts of the helmsman. A freighter was threatening to run us down, despite all our efforts to keep clear. Flashlights were spotted on the sails and along the topsides, but still she barged down on us. Finally, the fog horn and a volley of profanity awakened her helmsman sufficiently

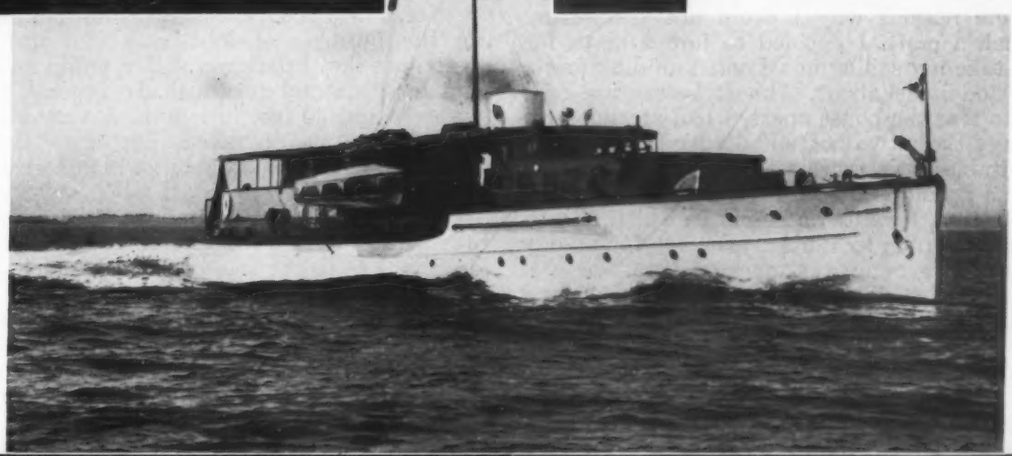
(*Continued on page 158*)




*"Carlsark" sailed 3000 miles in the Mediterranean and ran through five gales. The general direction of the storms is indicated by the arrows*

# "Sheila"
# A Steel Diesel Cruiser

*This smart 118-foot cruiser, owned by George W. Loft, of New York, was designed to give the maximum of comfort while cruising offshore. Her designer, John H. Wells, has incorporated every modern convenience in a yacht of rugged construction and pleasing lines. The builders, the Defoe Boat and Motor Works, installed twin Winton Diesels which give her a speed of 16 m.p.h.*



*Photos by M. Rosenfeld*

*The interior of "Sheila" has been attractively decorated by Mrs. Harriet E. Brewer and has the charm of simplicity. The dining room, in the forward deckhouse, is spacious and well lighted and the living room and staterooms, done in white and walnut, are handsomely appointed. The teak deckhouse and trunk cabin are cleverly located to carry out the lines of her pleasing sheer*

# A Power Boat for Maine Waters

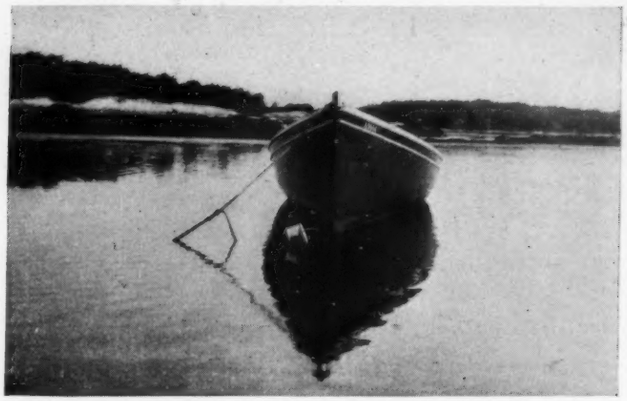
By HAROLD T. PULSIFER

MY HOUSEHOLD gods and goods took flight last spring from the shores of Long Island Sound to the rocky coast of Maine. Plans for the migration were first made last fall when a farm near the eastern end of Casco Bay came into my possession. Like all old places newly acquired, we found that our farmhouse and farm required the expected number of unexpected changes and improvements. We divided the responsibility of getting settled into two parts — my wife took the inside of the house and I took everything outside. Naturally enough, since the land outside of the house extends to a sheltered cove, the major part of my problem was to find suitable craft to complete the marine equipment of our new establishment.

A small sloop, large enough for cruising, would have been my first choice as an ideal inhabitant of the cove, but there were reasons why I could not gratify my desire for such a craft. I decided to forego plans for cruising and take my sailing in a Penn Yan dink and a small Cape Cod knockabout. Almost before my wife had started to tear the house apart, I had arranged for the purchase of these two boats and added a couple of row boats suitable for use with a low-powered outboard motor. Since a sailing craft of cruising dimensions was out of the question, I wanted a launch in which I could make comfortable runs to Portland, or use for all-day trips to the fishing grounds ten miles offshore.

The thought of a high speed craft of varnish and mahogany did not penetrate very far into my mind, or, if it did, it was quickly driven to cover. A fishing boat, to my way of thinking, ought to be a fishing boat — a craft of the plainest and strongest construction, minus brass fittings, and finished with nothing more delicate than deck paint. I have too much respect for varnish and brass to enjoy seeing them smeared with gurry, fish scales and clam juice. Perhaps fancy fishing craft look well enough off the coast of Florida, but they do not fit into my picture of Maine.

For many years I had admired the sturdy craft in which the fishermen of Casco Bay pursue the precarious art of drawing a living from the sea. The Hampton boat, as the type is called, varies according to the taste and skill of individual builders, but it is, in the main, a craft with a good beam, low freeboard aft for the handling of the gear, and a sweeping sheer that rises rather sharply to the stem. The bow has a pronounced flare, and the stern is broad, after the best of modern motor boat practice. Throughout Casco Bay these launches monopolize the business of lobstering and inshore fishing. Sometimes they are rigged with a pulpit and sent out to hunt for tuna and swordfish. In general, they are between 20 and 30 feet in length. A very large majority of them are not planked, but are "strip-built," a method of construction about which I shall have more to say later.



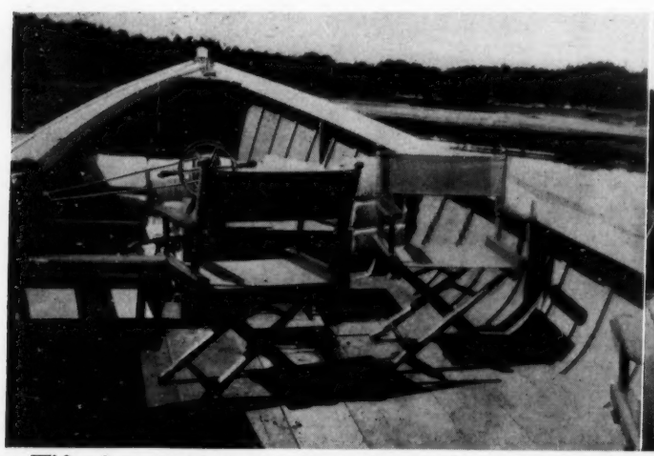
*"She's a pretty boat," said the builder, "just about as good as I ever built"*

I decided that such a craft would fill my needs, and I turned to Captain John Eastman, of Cundy's Harbor, for advice as to the cost of such a launch and the best place to have it built.

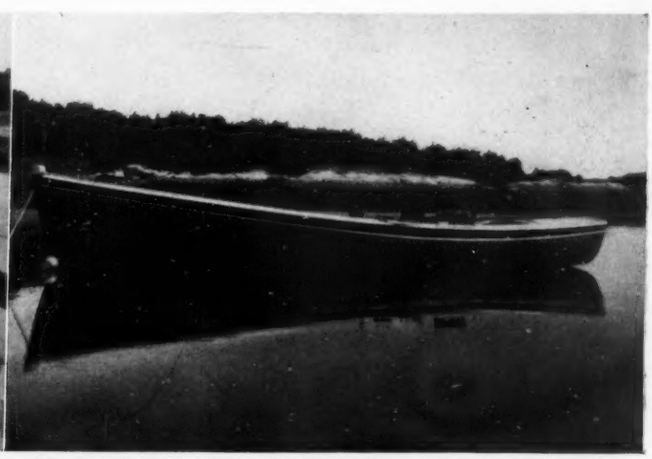
"You can't get," he said, "the hull of a 30-footer for less than five hundred dollars. If you want me to, I'll see what Charles Gomes, of Sebasco, will build one for."

Captain Eastman was commissioned to cross the New Meadows River and inquire as to whether Mr. Gomes would build a launch for me during the winter, and how much he would charge. In due course of time I learned the price and the fact that, although Mr. Gomes had five or six boats still ahead of him, he could probably lay the keel of a 30-footer for me the following spring. I went to see Mr. Gomes late in the autumn, and negotiations were soon completed. In his little shop overhanging the water in a cove near Sebasco, I saw a half-

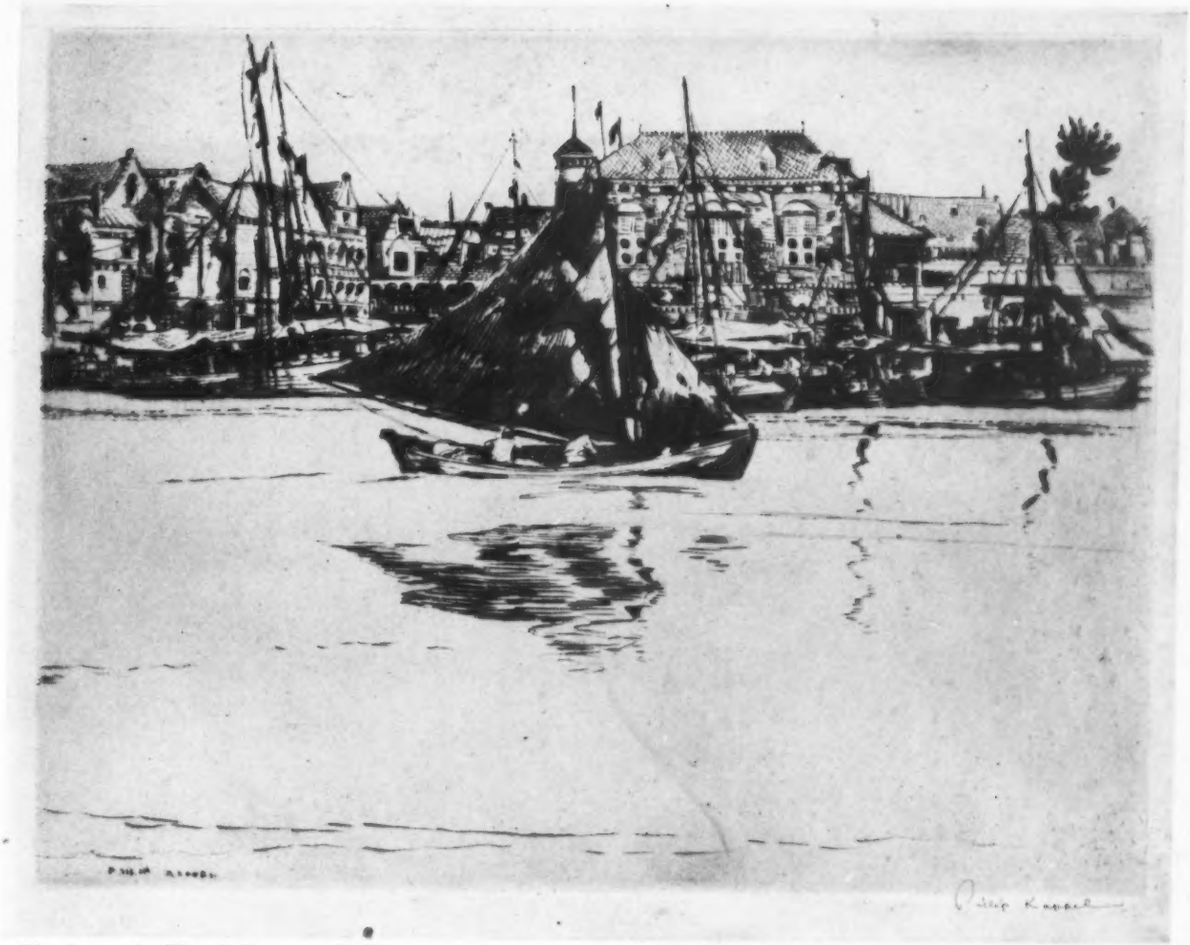
(*Continued on page 152*)



*With only a covering board around the boat and a short after deck, there is plenty of room inside*



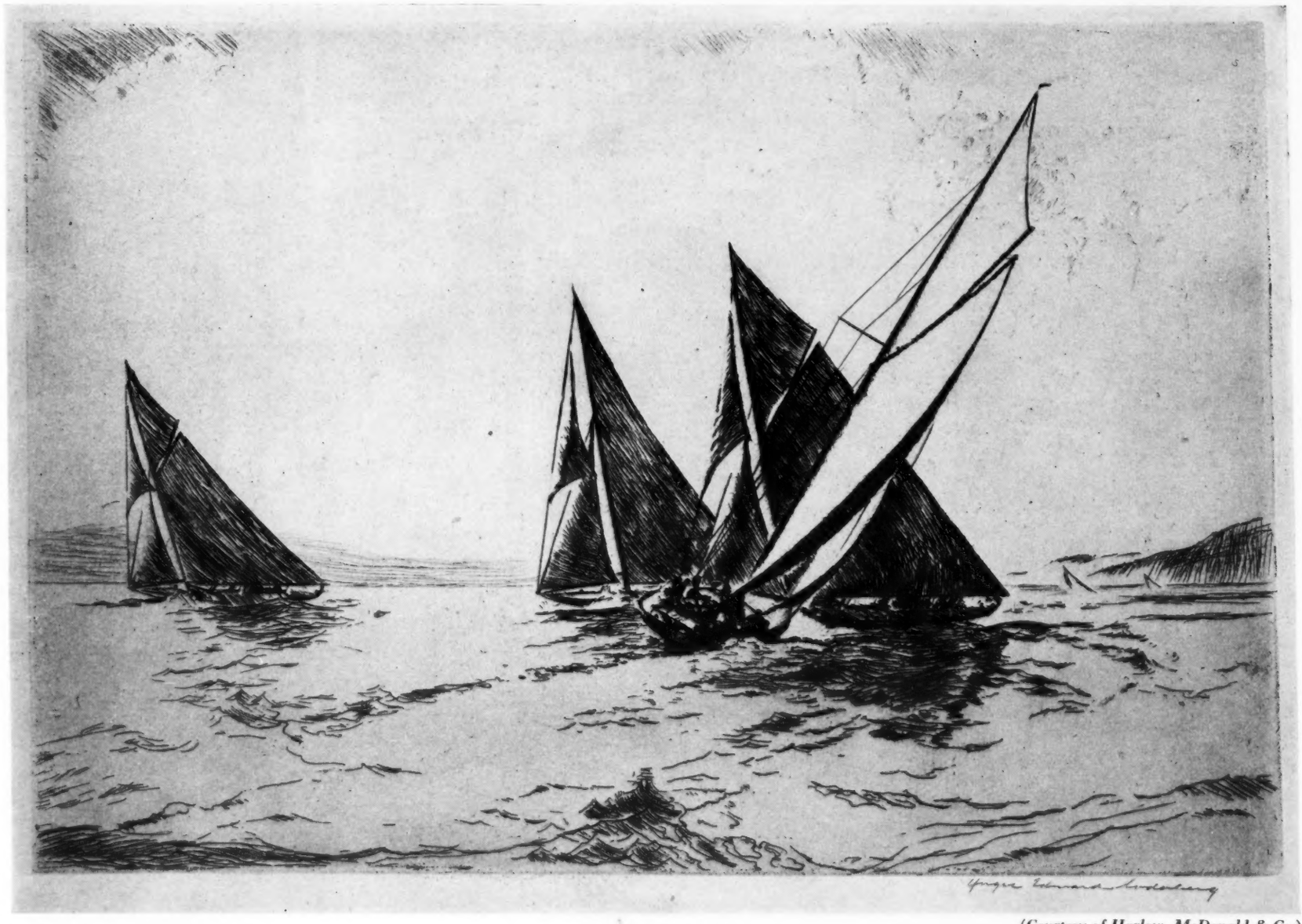
*The boat is 30 feet in length, strip-built according to local practice, which eliminates the problems of steaming, bending and shaping*



*The charm of a West Indian port, Willemstad, Curacao. From an etching by Philip Kappel (Courtesy of Schwartz Galleries)*

*A dragger coming into port*

*From an etching by C. J. A. Wilson*



(*Courtesy of Harlow, McDonald & Co.*)

CLOSE QUARTERS
*From an etching by Y. E. Soderberg*

*A canal around one of the Danube cataracts*

# Down the Danube in a 28-Footer

## From the Bavarian Forest to the Black Sea in "Sowitasgoht VI"

By FRANZ PLUNDER

FOR many years I contemplated taking an auxiliary yacht down the Danube, across the Black Sea and through the Bosporus. Now we are on our way in *Sowitasgoht VI*.

Finding the right boat for a combined river and sea trip was an interesting problem. I could not use a boat with much draft, but still she must be seaworthy. The Black Sea can be very rough, they say. Crossing from New York to Bremen on the *Europa*, I found, where I least expected, the kind of boat I needed. The lifeboats on the *Europa* fulfilled every requirement. They are roomy and nicely shaped. Adding a centerboard, some inside ballast, a cabin and a self-bailing cockpit would do the trick.

In Bremen I went to the Burmeister Shipyards, and after a short talk with Mr. Burmeister, who had been interested in my former trips, he offered to build *Sowitasgoht VI* for the cost of material and labor! The hull was made of pressed steel, according to the special Francis-patent process of building lifeboats. Plates are pressed by machine, set over frames, and riveted on an iron or wooden keel. The finished product looks exactly like a clinker-built boat. A wooden keel was installed in my boat because a wider keel for the centerboard was necessary. She is rigged as a gaff-headed ketch and her overall length is 28 feet. The beam is 9 feet 3 inches, and the draft 2 feet.

By the middle of June the work was well under way and Mrs. Plunder, our son, who is sixteen, and a friend of his, had come from New York to act as crew of *Sowitasgoht VI*. I must say it looked like a fine crew; not the kind that knows too much, but just a bunch of enthusiastic admirers. Tell me who does not like that? We all set to work and by the middle of July *Sowitasgoht VI* was launched into the Lesum. Every time I have finished a boat I have sworn that I would never tackle the job again, but I hope this is not my last boat. With a ten h.p., two-cylinder, four-cycle Magnet motor finally installed, we were ready to go.

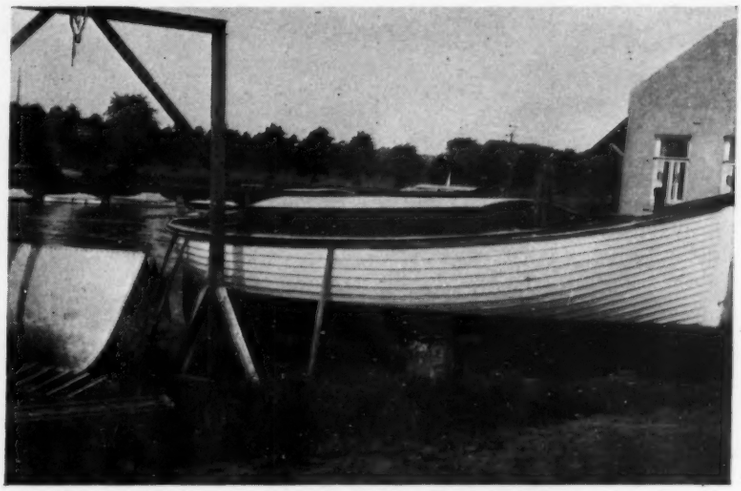
On July 14th we motored to Vegesack, near Bremen, to put the boat on the train. The same day we received permission to accompany the boat from the German Reichsbahndirektion. We got a few supplies and some water in our tank, and in the evening we started off on the long freight train journey to Regensburg, which is at the head of the Danube, on the edge of the Bavarian Forest. That night, bouncing about as they switched us, I realized how necessary it was to tie and brace the boat very thoroughly. We went like an express. It was one of those through freight trains, without any stops, and in a day and a half we were in Regensburg, on the upper reaches of the Danube. We enjoyed our trip tremendously. Most of the time we sat in the cockpit, which we called the observation car, waved to astonished onlookers, had dinner in our private dining car, and slept well in our sleeping quarters.

When we got to Regensburg, I had to see the station master of the Donauhafen station. The clerk put on his coat and went down with us to find the harbor master, from whom we wished to get the use of a crane to unload the boat. A dachshund was coming around the corner, and our clerk exclaimed, "There is the harbor master." He was right; a moment later we saw a stomach and then the harbor master. He was very pleasant, and in a few minutes *Sowitasgoht VI* floated in the Donauhafen. The use of the crane cost five marks.

Readers of YACHTING will remember Franz Plunder as the designer and builder of *Sowitasgoht V* which he sailed from Hamburg to New York in 1923 and which has since crossed the Atlantic twice as *Carlsark*. (ED.)

The next few days were used to finish some of the thousand little things that never get finished. In the evenings we wandered about in the charming old town of Regensburg. I like those narrow crooked streets with the bent-over houses; they tell a long tale of history.

On Sunday morning, July 20th, at seven, we started the engine and went past the freighters, out of the harbor and into the Danube. The current is swift, four to six miles an hour. That was fast enough for me, so I let the engine run at only quarter speed. One lovely village after the other passed by. We kept on going under power for ten hours, till we came to the Kachlet locks. This is a lock with a nine-metre drop shortly before Passau, near the Austrian border. We thought we would have to wait and be locked through with a steamer. It certainly did not look worth while to waste so much water for a little ship like ours. But it was Sunday, the man in charge had nothing to do, and considered this an entertaining affair; so he filled up the lock, let us through all alone, and there was no charge.



*"Sowitasgoht VI" is a reproduction of the pressed steel life boats used on the "Europa." She proved an excellent craft for a combined river and sea trip*

In a very short time we came to Passau, where the Inn flows into the Danube and makes quite a river out of it. There is an old square right at the river; there we made fast, and before the lines were fast we were surrounded by the crowd which had been listening to the Sunday afternoon concert. This was our stop for the night. We had made 153 kilometres. (A kilometre is about three-fifths of a mile.) So far, the navigation of the Danube had not been particularly difficult.

The next morning we took a few hours to look at the town, which I think is one of the loveliest places on the Danube. We also had a few visitors, one of them a professor, who called "Good morning!" with a strong German accent. When Mrs. Plunder stuck her head out, he started to talk to her, surrounded by admiring friends. But as soon as he got on board, he was relieved to speak German. He knew practically no English, but, the moment he was on shore again, he spoke English.

*Roomy and able, "Sowitasgoht VI" was equally good under power and sail*

We continued to Engelhartszell, on the Austrian border line, that day. Here the scenery begins to be very romantic, with castles and ruins on high hills on both sides. We stopped at the custom house, where we encountered some difficulties, as we were supposed to pay a deposit of 350 shillings for the boat. We had only sixteen dollars cash with us, and they would not accept American Express checks. This gave the official a tremendous problem to solve; but finally he said that he was sure that we did not want to sell the boat in Austria, and that he would be responsible for accepting the 110 shillings as a deposit, which would be refunded when we left Austria.

It was already rather late in the evening, so we found a snug anchorage behind a sand bank right underneath the beautiful old castle Villshofen. We had covered only 60 kilometres that day. Next day we stopped at Linz.

All this time we were running under power, as our masts were down because of the bridges. Our engine ran like a clock. All through this stretch the Danube is very swift, and there are many bends. The deep water changes quickly from one shore to another. As a rule, deep water is found on the outside of the bend, but sometimes this is not the case. Following this rule we grounded several times with our centerboard, which was kept half-way down as a guard. I found that the best thing to do was to stand on deck with a good field glass and note where the current runs strongest. This is really necessary; things come towards one very quickly with a four- to five-mile current under the boat.

That night we stopped at Grein, a beautiful place. The Danube is pressed together between the mountains, narrow and deep. Just above the village is a fine anchorage in absolutely calm water over a mud bottom. Hundreds of canoes were on the river. The so-called Klepper boats, which can be folded together, usually start somewhere on the upper Danube, go down as far as the crew desires, and go back by train, the boat carried back as hand baggage. Right below Grein is quite a powerful whirlpool, the Struden. You can actually see the river drop, and a man overboard in a spot like this is as good as gone.

The next day we reached Tuln, and found another beautiful anchorage, where we set up our masts and rigging. A howling wind awoke us next morning, right

from the direction we wanted it. It was our first sail and certainly was a relief after the steady din of the engine. The kilometre signs went by quickly and by ten o'clock we sighted Vienna ahead. At Nussdorf the lock of the canal which goes through the heart of the city was closed. So we passed Vienna in the rain, and ran down to the winter harbor, which is really a fine quiet spot, but too far away from the city. It was always my dream to make fast right in the middle of Vienna, so we left the harbor again to go up the canal to the city, about ten kilometres distant. We entered the canal at its exit, and what a current and what dirt! We could make hardly any headway, but after a few hours of working against it, we passed the worst places where all the nice things the Viennese do not want come out. There was one stretch, just in the worst part, where we got some branches or rags in the propeller, but I did not dare to stop the engine. The boys jumped on shore with a long rope and helped pull the boat upstream. Then came one of those side canals; the boys had to let go and we started drifting back. I tried reversing the propeller, and luckily the things came out. Finally we came to the foot of the Rotenturmstrasse, where we were given the use of a private landing pier.

There is no use in writing about Vienna. We stayed there five days before continuing to Hainburg, on the border line between Austria and Hungary. Hainburg has a beautiful natural harbor, just above the town on the right side of the river. During the night we had a terrific thunderstorm with a downpour of rain, but, to my surprise and pleasure, not a drop of water came through the cabinhouse.

On the whole passage down the Danube we found the marking of the channel quite good. All the red buoys, or the bushes, are left on the port hand, the black ones, or the sticks, on the starboard side, going down. But at that, constant attention was required.

*Typical country along the shores of the lower Danube*

*A Roman inscription on the cliffs of the Kazan Pass. The holes in the cliff carried supports for a Roman road*

Our next stop was at Bratislava, in Czechoslovakia, where we stayed for a day, and then went on to the Hungarian border line. Again we were lucky. Deep water, simple navigation, a strong wind from behind, and a wonderfully sunny day. At noon we were in Eczercomb. There is a mean bank here, the channel going right across the river without any apparent reason. I saw a mark too late and we hit, this time nice and solidly, the centerboard pushed all the way up. The boat heeled way over from the pressure of the current and the wind, but, after a few minutes, we were free again. Down here it is much harder to see the channel, because the current is so much less swift. At one o'clock we were in Szob, which is the entrance to Hungary. A soldier waved frantically, meaning that we had to stop for custom inspection, which was a shame as the wind was fair and strong.

I went to the custom house, where I had to give the measurements of the boat and horse power of the engine. Then it was figured that the deposit would be 5,000 pengoes, which equals about a thousand dollars. That we did not have, so we had to take a custom escort to Budapest, where we hoped to be able to straighten matters out, with the help of the American consul. It was too late to go on that day, so we set the time for starting early the next morning, and went out to see our first typical Hungarian village.

Next morning our escort came, a neatly dressed little Hungarian officer, as timid and polite as can be. We made the whole distance to Budapest by motor. As soon as we were out of sight of Szob, our little escort took off his coat, celluloid collar, and military hat, and put on a little linen jockey cap. The conversation was not very exciting; our Hungarian was a good match for his English. When we came to the first custom house in Budapest, our man got dressed up again. We made fast at the pier, and I went out with him to see some higher official. Now, it seems to be typical of Hungary that things happen somewhat as follows. You enter the office, a man gets up. He is very polite. Then you go with him to another office, where the performance is repeated. With three escorts you march to the next office, and if you are finally surrounded by seven or eight men, you enter what seems to be the office of the highest official on the spot. Then you are told to go to a building in another place, where there are still higher officials. In

our case we were told we had to go to the main custom house and see Dr. So and So. With a ten-minute journey before him, our escort changed his clothes again, and we went to the office of the doctor. But it seemed that there was still a whole series of higher officials. We had the impression that we had just happened to drop in at the very busiest time, but finally we realized that all the telephoning and running about concerned us. A door opened, somebody bowed us into a big, tremendously high room. Following us came the entire escort. We were then informed that we could stay as long as we liked, and go wherever we wished, but that we must either take an escort through Hungary, or pay a deposit. We were able to fix things up through the American consul, and, after about two days of hard work, we finally received permission to go through Hungary without either an escort or paying a deposit.

Budapest is a delightful city, clean, beautiful, elegant. There are many nice looking girls, slim and firm at the same time. The food is wonderful, and cheap. It is also great fun to sit in the café houses and listen to the marvelously playing gypsy bands.

The night before we sailed from Budapest, a freighter to which we had fastened our stern line cast us off without telling us, and I was awakened by the noise of *Sowitasgoht* bouncing against the shore. We quickly got out and went down the river a little way to make fast behind another freighter to wait until dawn. I climbed on the freighter and walked forward with the line. Suddenly, from somewhere shot a growling Schnaulzer dog. There I was, cornered, and I thought I would have to do some quick fighting, but, automatically, I said a few kind words in German to the beast, and won its confidence. But to be on the safe side, I hurried back to *Sowitasgoht* as nonchalantly as possible, and felt relieved when I was on my own ship again.

At six o'clock we made ready. There was a strong west wind, and we just shot down the Danube for a few hours. This stretch is flat, but still interesting, and both shores are lined with willows. At noon the wind died away, so we sailed slowly down until six o'clock, when a good anchorage invited us to stay.

On the seventh of August we came to Mohacz, the Hungarian south border town. In a few minutes we had our boat cleared, and then went out to see the town. What amused us most were the costumes, and especially the way the women shift their skirts about when they walk. We arrived at the Jugoslavian border line on the same day. The first impression is not favorable; the kilometre signs are missing and the map is not too correct, so that we did not know our exact position. At five we came to the Jugoslavian custom house in Bezdan. During the night a thunderstorm broke out with the wind shifting around. I watched the boat for an hour, then went to sleep. At twelve o'clock another squall came up, and we drifted ashore. My crew was not strong enough to push off the boat, and I could not start the engine until we were free. So we had ten very unpleasant minutes until I finally was able to push the stern of the boat away from the shore, start the engine, and go to another anchorage. All this was done in our night shirts. I wanted to get a stern line out and tie it to a tree. As we were close to the shore with our stern, I thought it would not be deep, and jumped overboard, to disappear in the water. After all, what difference did it make? I was soaking wet anyway. The rest of the night was peaceful.

In the morning the custom officer hailed us from shore, and told me that we could go ahead without bond, as he was sure that we were leaving the country again. We were delighted to get off so easily and left Bezdan at once.

Our next stop was at Apatin, which is a real German town. All these German places are old Swabian settlements. It is really interesting how those people have held to their customs and language through so many centuries. We had a delicious dinner, with wine and beer, for four people for less than a dollar. Loaded down with melons, bread, grapes, eggs, and what not, we went back to the boat, which was, as usual, surrounded by spectators. After we had given several of them the thrill of inviting them on board, we set sail in a strong breeze, and went on our way.

That day it rained and blew hard, but again in our direction. We could not find a suitable anchorage that night and decided to make fast behind one of the river mills so plentiful in this stretch of the river.

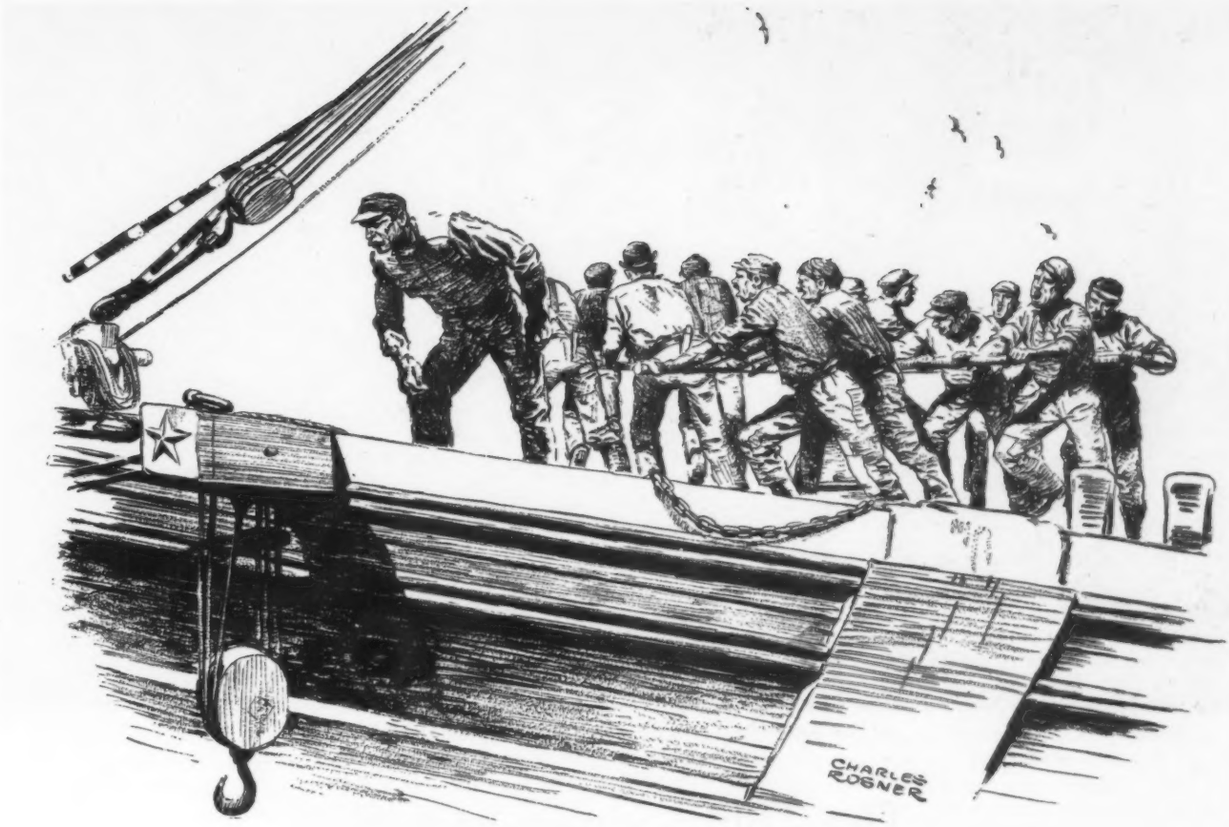
All that night it rained and blew. In the morning our boat was snowed under with grain dust. It kept on raining until noon, so we stayed, had another visit at the mill, took a few pictures of the miller, finally leaving at two, and reaching kilometre 1333 (distance measured from Sulina, the mouth of the Danube). Our anchorage was a most beautiful place near Yakovar. I tried to talk to some fishermen, but without success. I gave them a few cigars and they gave me grapes and wine in return, and pointed out the course for me to take in the morning so that I would not harm their nets.

The next day we came to Belgrade, and found the entrance to the city a beautiful one. The river banks here are high and yellowish brown. We anchored near a students' bathing beach at the entrance of the Save, went ashore accompanied by three German-speaking Serbians and strolled around in the beautifully kept park. From the old castle there is a beautiful view of Belgrade; at night it really looks like Naples.

Below Semendria, the old Turkish fortress, the next day, a heavy thunderstorm came up. I got in the mainsail just in time, and under jib alone we made more than seven miles an hour. With plenty of wind, we came to Gradista, and found a nice anchorage. Gradista is just a little place. We went through the custom formalities in a few minutes, bought a few things, and went on to Moldova, where I inquired about a pilot for the rapids. There I was told I could go on to Drenkova, which is 25 kilometres farther down, without a pilot. The river here, pressed between high mountains, looks dangerous, with rocks sticking out everywhere. At five o'clock we came to Drenkova, which is on the Rumanian side, and were given permission to go to the pilothouse. There were about a dozen pilots; they all spoke German, Hungarian, Rumanian, Serbian, but no English. They told me that I was not required by law to take a pilot, since the boat draws less than one metre, but that for fourteen Swiss francs I could have one for twenty-four hours. I decided to take one, as I wished to have an opportunity to enjoy the scenery and take some pictures. We set six o'clock as the time for leaving the next morning, and tied up overnight at the steamship pier.

It was dark when a big boat came up the river and stopped alongside. This ship, the *Comos*, is a special boat for pulling freighters up through the cataracts. It has a speed of fifteen nautical miles an hour, two 350 horse power Diesel engines forming the equipment. The captain, a former Austrian naval officer, and his wife came aboard. He explained that he had decided to visit us because he saw the American flag. We had a fine time on his ship, Mrs. Plunder even enjoying the luxury of a hot bath. These ship people on the river

(*Continued on page 134*)




# The Chanteyman

## Rio Grande

*A Capstan Chanty*

Oh, say, was you ev-er in Ri-o Grande?
*Way, you Ri-o!*
Oh, was you ev-er on that strand?
*For, we're bound to the Ri-o Grande:*
And a-way, Ri-o,
Way, you Ri-o,
Sing fare ye well my bon-ny young girls
For we're bound to the Ri-o Grande.

Oh, New York town is no place for me;
*Way, you Ri-o!*
I'll pack up my bag and go to sea,
*For we're bound to the Ri-o Grande:*

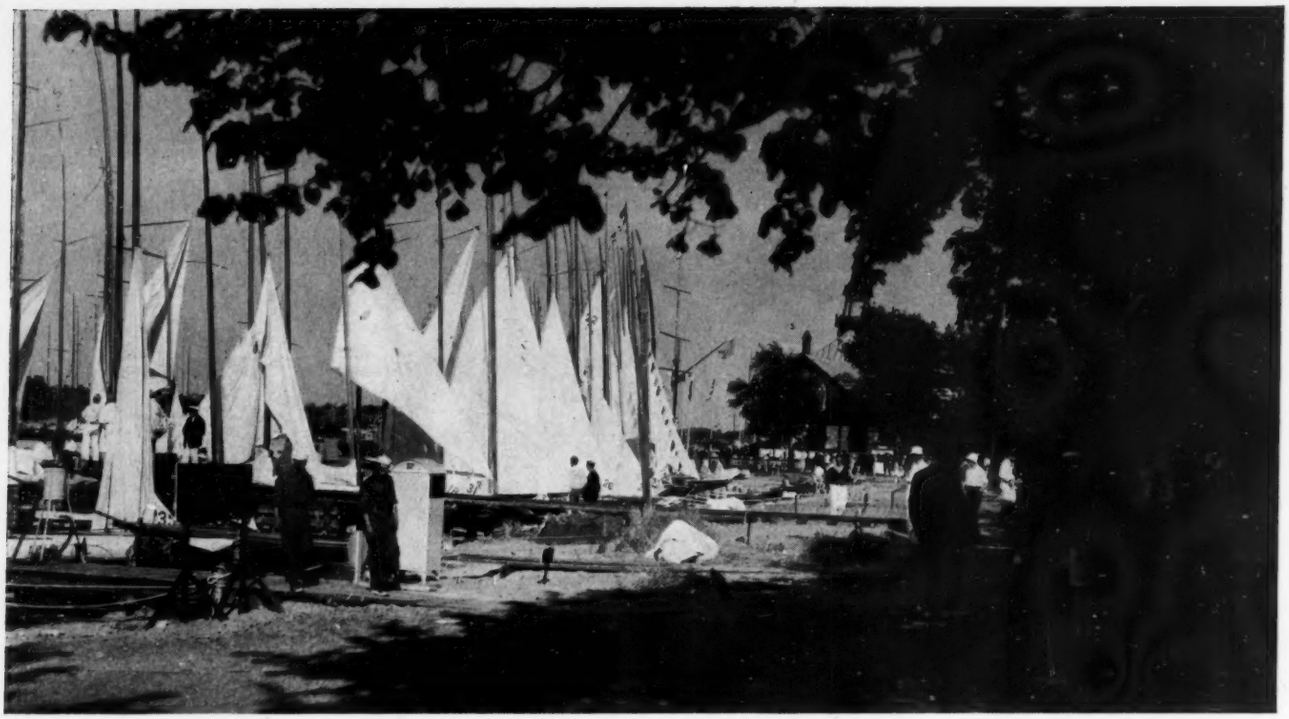
Now, you Bowery ladies, we'll let you know
*Way, you Ri-o!*
We're bound to the south'ard — O Lord, let her go!
*For we're bound to the Ri-o Grande:*

We'll sell our salt cod for molasses and rum,
*Way, you Ri-o!*
And get home again 'fore Thanksgiving has come.
*For we're bound to the Ri-o Grande:*

Sing good-by to Nellie and good-by to Sue,
*Way, you Ri-o!*
And you who are listening, good-by to you.
*For we're bound to the Ri-o Grande:*

And good-by, fair ladies we know in this town;
*Way, you Ri-o!*
We've left you enough for to buy a silk gown.
*For we're bound to the Ri-o Grande:*

Our good ship's a-going out over the bar,
*Way, you Ri-o!*
And we'll point her nose for the South-er-on star.
*For we're bound to the Ri-o Grande:*
And a-way, Ri-o,
Way, you Ri-o,
Sing fare ye well my bon-ny young girls
For we're bound to the Ri-o Grande.



*At Sandhamn during the Jubilee Regatta this past summer*

# The Thirty-Square-Metres

## Something about the Performance of the European Rule Boats that Are Becoming Popular in America

By L. FRANCIS HERRESHOFF

THE Thirty-Square-Metre boats, Skerry Cruisers, or Scharenkreuzers, whichever you prefer to call them, have been with us for three years now. It is safe to say that they are the most modernistic-looking type we have, with their long fine ends and high, narrow sails. They are in their element in a strong wind and rough sea when they make really phenomenal speed for their sail area. In the races abroad, when there is any wind, they easily overtake and pass the Six-Metre boats. These boats are particularly appreciated by those who like the feel of a lively boat and enjoy the sensation of sailing a boat which can be driven hard, and yet is as sensitive as a thoroughbred. The youth today requires speed and a boat with sporty looks, and it is hard to interest them in the other well-known classes which require great displacement and lug around a few tons of unnecessary lead.

The Thirty-Square-Metre rule has been adopted by the Y. R. A., and so has become an international class along with the Six-Metre and other classes in the Y. R. A. Handbook. The N. A. Y. R. U. has also adopted the class, and the handbook describing the measurements and restrictions of this class can be secured from the secretary, whose address is: Ernest Stavey, 11 Broadway, New York City.

The principle of the rule is that the boats must be built around very strict cabin accommodations or measurements so that the little boats are bound to be comfortable cruisers, for abroad they make quite long passages to race in other countries. The hull and framing is all built to a scantling rule (even more detailed than the scantling rule for Six-Metre boats). They must be inspected during building and given the highest rating of a classification society before entering the class. While there are numerous controlling measurements to the class, the only measurements for obtaining rating are the sail area measurements.

The Thirty-Square-Metres are one of the most popular classes in Sweden and Germany. The photographs with this article show some of them in their home waters. While this class has been used for international racing abroad, it is only during the last two years that the United States has entered it. In 1929 four boats were built for Marblehead to choose a team to race the three German boats which had challenged us in these races. The visiting yachts won the series quite handily. After the team races there were several other races. The outstanding boat was a Swedish Thirty-Square-Metre, *Bacchant*, which carried some rather unusual sails and was most ably sailed by three Swedish yachtsmen.

The visiting foreign yachtsmen succeeded in capturing the beautiful cup presented by President Hoover, the cup given by the town of Marblehead, and several other cups; and a good time was had by all. One of the things that rather surprised the foreigners was that a very young lady sailed one of our boats and, in fact, made the greatest number of points on our team.

This year a return race was sailed in Germany and our team again was beaten. However, we had only one new boat on the team, the *Oriole*, sailed by Miss Hovey, and it is said she proved to be nearly as fast as the best German or Swedish boat in this class. We are, then, improving and can hope to race soon on even terms.

After the races in Germany, the American yachts and

*"Oriole" and a German Square-Metre running neck and neck*

crews visited Sweden and had a very enjoyable time racing in these island-strewn waters. One of the yachtsmen with this team, and owner of *Yankee*, was Commodore Welch of the Corinthian Yacht Club of Marblehead, who made many interesting yachting acquaintances and helped to stimulate international racing.

When the team returned to the United States, Mr. Alfred Chase, owner of *Sea Wing*, brought the new crack German Thirty-Square-Metre *Michl*, so we now have at Marblehead the following: *Visitor* (ex-*Gluckauf*), *Ziu*, *Bonnie Jean* (ex-*Oriole*), *Yankee*, *Tipler IV* (ex-*Rima*), *Sea Wing* (ex-*Tipler*), *Bacchant*, *Oriole*, *Michl*.

During this time a class of Thirty-Square-Metres was being established at Northeast Harbor. In 1929 they started with two or three Swedish-built boats. In 1930 the class grew to about half a dozen, and a team race was arranged between Northeast Harbor and Marblehead. Two of the Northeast Harbor boats came down and there were several days of pleasant racing, in which the visitors did remarkably well. These boats were even longer than ours and very racy looking. Possibly they would have won if there had been stronger winds and the crews had had more practice in racing.

Soon after this the Beverly Yacht Club of Buzzards Bay invited the Thirty-Squares down to race to see how they would act in Buzzards Bay weather. Three boats, *Bacchant*, *Michl* and *Oriole*, went down and on the morning of the first race were much surprised to find that they were to be raced with several other boats, all in one class. Among the others were a Six-Metre, two Atlantic and Pacific boats, an "S" boat, a Vineyard one-design, and one or two Buzzards Bay 15-footers.

The weather had been unsettled for several days, and about the middle of the morning, or just before the start, it settled down for an extra strong, smoky sou'wester. The course was a triangle — first leg to windward. The start was rather amusing, with all sorts of boats together. The Thirty-Square, *Oriole*, thought there would be another gun and was quite late at the start. By this time the wind was blowing about 30 miles, and it was a pretty sight to see the Thirty-Squares driving to windward. They soon left the A & P boats behind, and then surprised every one by passing the Six-Metres. The weather mark was near the west shore of the Bay, and on the next leg to the east side of the Bay there was some sailing. The wind was now even harder, and the sea began to pile up. The Thirty-Squares had their spinnakers set, and, as they slid down each sea, would plane out nearly to the mast, throwing up white wings of spray on either side. Some of the fleet were just rounding the weather mark when they got to the second mark. The last leg was a reach. *Michl* and *Oriole* were only a few seconds apart at the finish, closely followed by *Bacchant*. The Six-Metre may have been half-way across the last leg, and the A & P boats were only beginning this leg.

(*Continued on page 136*)

*The start of a race in Germany. "Yankee" is in the foreground*

*"Oriole" was remarkably well sailed in Germany by Miss Elizabeth Hovey*

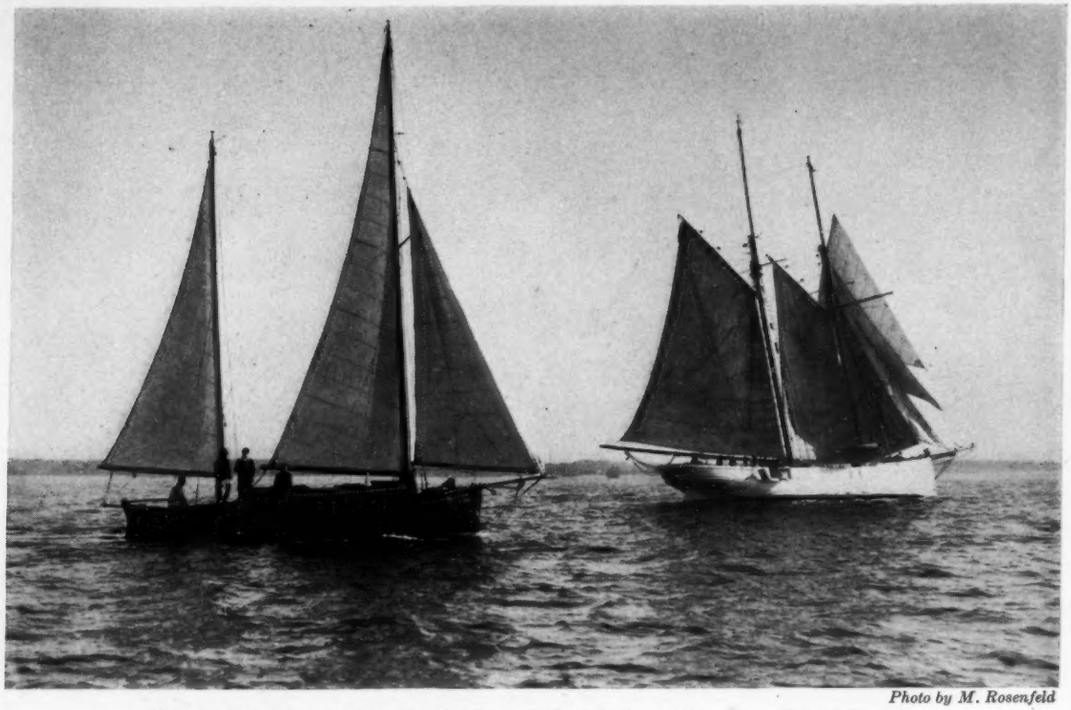


*Photo by M. Rosenfeld*

*"Tidal Wave" meets "Wander Bird" on the latter's first visit to Long Island Sound*

# "Tidal Wave"

## Part III—The Good Ship Proves Stiff, Able, and Fairly Fast, and Promises Well as a Single-Hander

By SAMUEL WETHERILL

A LIGHT nor'wester greeted us when we hoisted sail for the first time, after some strenuous work putting on the last touches to the rigging. A fitting or two had not arrived, so temporary gadgets were rigged, the sails went up, and we shoved out into the stream off City Island.

She seemed to move quite nicely in the light breeze, and after tacking back and forth a few times to give the people on the dock a fair look, we dodged past *Enterprise*, returning from one of her early season practice spins, rounded Hart's Island and reached along towards Execution Light. The sails had been hoisted for the first time, very gingerly, but set well at that.

As we neared Execution a blue cutter hove into sight, coming our way. It was Ernest Ratsey's new *Golliwog*, built that winter in a neighboring yard — a husky cruising craft of the same over all length, less beam, a fat stern, and jib-headed cutter rig with about 100 square feet more sail than we had. There had been much speculation among the experts during the winter regarding the relative speed of the two craft. Everyone said she would wallop *Tidal Wave* with ease — and I agreed with them. Why not? More sail, a cutter rig, less beam, and there you are.

Ratsey showed his eagerness for a trial by spinning his craft around in our wake, and then proceeded to reach through our lee quite easily. He was towing a dink, we were towing a solid wheel — it was about a stand-off. But *Golliwog* had on a big Genoa staysail, and two other headsails, all setting beautifully, against our three working sails, hoisted for the first time. We hauled on the wind after a bit, and seemed to hold him better, but Ratsey was satisfied, and swung around for his mooring at City Island. It was hardly a fair test, and we hoped to meet *Golliwog* later on, when we were in better shape, particularly as we seemed stiffer than she did. But we never met again in 1930.

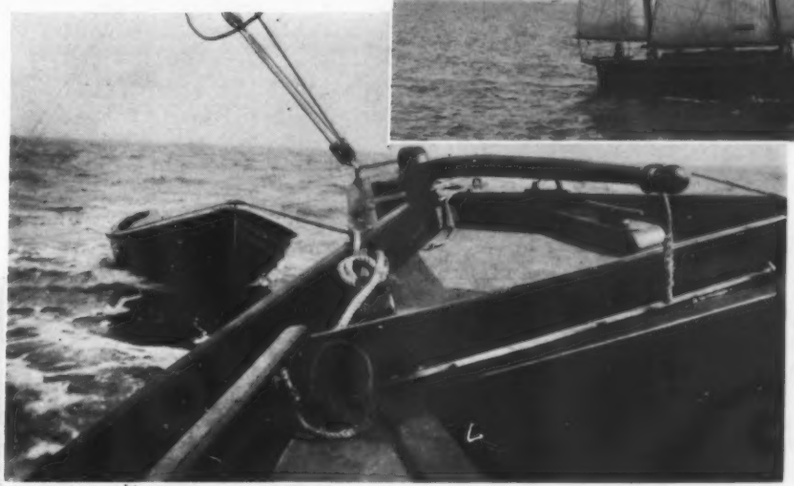
The rest of the afternoon we sailed back and forth under the Westchester shore, finding that she sailed herself with helm lashed when the wind was forward of the beam, that she turned slowly, but surely, in a wide arc, and seemed lively for so big and heavy a boat. We were distinctly satisfied with her in this short tryout.

A week later, in a light, fluky easterly, "Butts" Whiting, in his V-bottom *Exit*, with her new hollow mast and cutter rig, left us slowly to windward, principally by pointing higher. We didn't know where to trim *Wave* then — were afraid to pin her down, on account of her great beam. Then we encountered Phil Patton, in his 37-foot Lawley yawl *Dragon* — 10 feet beam, about 100 feet more sail. *Dragon* outpointed us a bit, then, as we both encountered the waves of some passing power driven craft, *Tidal Wave* jumped up on *Dragon* three or four lengths in half as many minutes — *Dragon* horsed up and down, shaking the wind out of her sails, while *Wave* ploughed serenely along without a bobble. Patton looked mystified. We merely smiled.

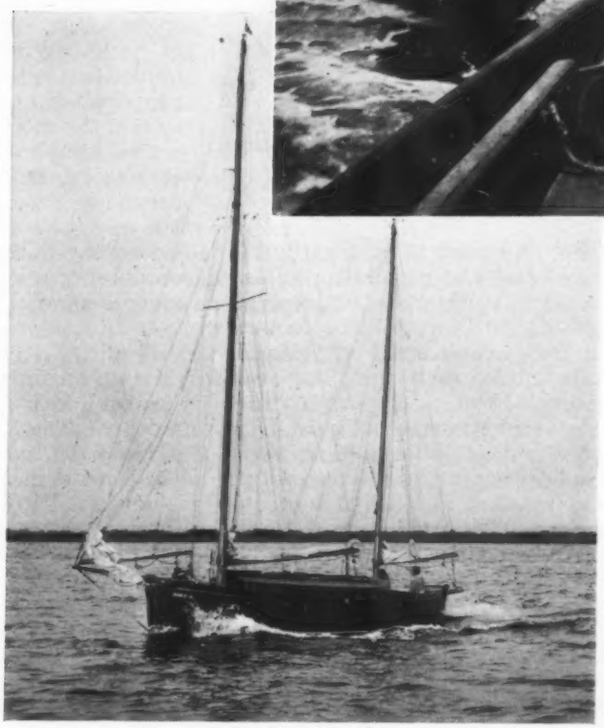
Squaring away for a reach, *Dragon* picked up a puff and walked away smartly. We never got the puff at all. Then the wind went flat, and we both powered back to our moorings at Larchmont in a drizzle. Patton didn't quite realize the conditions — thought he could wipe us up any time in light going. What a surprise he got in the Bayside-Block Island Race!

The first real tryout came on our return from Lloyd's Harbor after the Decoration Day rendezvous of the Cruising Club of America. All the way back to Larchmont we hammered into a sizzling westerly — a dead muzzler, with a short, mean sea, the kind you can't span or dodge. *Tidal Wave* took it in great style. Smashed right through everything, dry, and with a remarkably easy motion. Rail under only twice, when we gave her a rap full in the hardest puffs. Casey Baldwin called it a good 30-miler, and more in the puffs. He was more than enthusiastic about the way she acted. And that was praise indeed from Casey, who is a firm believer in narrow, fast cruisers, wet or dry, heel or no heel — "get there fast" is Casey's motto. That sail told me nearly everything I wanted to know about *Wave*. She could take it — and how! Go anywhere, any time. We couldn't figure our comparative speed with anyone except the smaller *Exit*, which left Lloyd's long before we did, with a couple of reefs down. We gained about an hour on her, so Butts Whiting figured.

The good ship hung idly at her mooring for some three weeks while I was away in the Bermuda Race in *Teragram*. When I got back I began to think of the Bayside-Block Island Race. There wasn't much time, but I did the best I could, bought a spinnaker, borrowed a pole from Charlie Atwater's *Duckling*, worked up a rather complicated sprit topsail, later dubbed "the Mule," put on a feathering wheel in place of the solid one, and set sail for Bayside the day before the race.



*(Below) She steps out in lively fashion under power*



*(Above) On the wind*
*(At left) Sailing with no helmsman except "Manila Mike"*

Let's interrupt here long enough to go into this motor and wheel business. Having decided on a Gray 4-30, I sought the advice of the Gray factory man about the proper wheel to use. He recommended a 17-inch diameter and 9-inch pitch. No one agreed with him — bigger diameter and bigger pitch was what she needed. I had been fooled on wheels before — most wheels on auxiliaries are far too large — so I decided to take the factory man's advice, and put on a 17 by 9 solid wheel to see what it would do. It did the trick in excellent fashion — jumped the heavy hull along in great style when we opened the motor up on a trial. The motor ran as sweetly and smoothly as one could ask for. So, the wheel was O.K. Now all I had to do was to get a feathering wheel of the same diameter and pitch, and I would be all set.

But alas! I was *not* all set. The motor would hardly turn the new wheel. No revolutions, no speed. What to do? Nothing, right then. It was only a few days before the race, and we'd have to use that wheel.

Then, to make matters worse, the carburetor went sour two days before the starting date. Two different experts took it apart, cleaned and adjusted it — no good. You couldn't idle the motor — you couldn't run it at all except with the choke half way out. And the race two days away! Something about the low speed jet — but what's the use?

An hour before the start of the race we hoisted the Mule for the first time — in a flat calm. For a wonder, it seemed O.K. after a few adjustments. And so it proved.

As all who were in it know, that Bayside Auxiliary

started in a flat calm. I didn't know if I could get the motor going or not, with that faulty carburetor, and certainly didn't expect it to run very long without kicking up a fuss. Hadn't the faintest notion of the gasoline consumption, running with a bum wheel, bum carburetor, and choke open. But the motor started, and so did we, well throttled down.

Half the fleet left us slowly. Then off Matinicock a gentle southerly came in. Off motor, on sail — including the Mule and a reaching jib. Then we began to do business. Nothing under forty feet over all could hold us. We left *Norseman*. Then Patton's *Dragon*, with a whacking big ballooner drawing beautifully. Then the 36-foot schooner *Voyager* slowly and painfully overhauled us just before dusk. "Hey, you got your motor going?" hailed *Voyager*. "No," we bawled back, greatly enjoying the disgusted looks on the faces of her crew. *Voyager* shut down her motor, and we coasted by her.

All night we sailed in light airs, adding our spinnaker to the other kites as the wind drew aft. We were hanging close to the boats near us who were using their motors, and beating those who were not. Saving gas, yet keeping our schedule to reach Plum Gut just as the tide started to ebb.

*The crew of "Tidal Wave" in the Bayside-Block Island Race. (Left to right) Bill Dyer, Carrington Stanford, Harry Hall, Bob Garland and the author*

As the wind failed a mile or two before we reached the Gut, on went the motor, to run steadily until we had rounded Block Island, going around the south end first, and hitting the tide exactly on the turn. Half way there we began to meet the big boats returning. It was useless to try and figure out how we stood with them, with only half the race over. We knew we stood well with the small fry, and that was all we hoped to do.

As we rounded the north end of Blockis the southerly came in. It was blowing a bit when we romped through the Race with a fair tide. It continued to blow, and get rougher. Down came the Mule — the club was buckling alarmingly, and we had too much sail on, anyway, though we carried our jibtopsail right through.

The southerly was a deceitful jade that afternoon and night — we couldn't lay along under the beach, as usual, that cussed wind heading us off every time we thought we were working in under the land. This was where we made a great mistake. We should have tacked up under the Long Island shore, and gotten out of that vicious sea in the middle of the Sound, kicked up by what Herb Stone, on *Kumalong*, called a 35-miler, in the puffs at least. It was too much for several of the smaller boats, who dropped out during the evening.

All night we hammered into it, taking solid water over the bows twice, much to my surprise. We were driving the old hooker. Either she'd stand it, or she wouldn't. Now was the time to find out if hull and rig would stand the gaff. They did.

There was a really mean, vicious sea off Faulkner's Island. Then off Statford Point the wind eased up some time after midnight, and we began to hobby-horse in the left-over sea. On with the motor, about to starboard, and under sail and motor we crossed the Sound into the lee of Long Island — where we should have been hours before.

We had a sort of check on our gasoline consumption by then, though measuring a tank of gas in a seaway is a far from accurate method of computation. But it was the best we had. We ran the rest of the way under the motor, plus sail, on the port tack. And we crossed the finish line in the morning, taking sixth place out of 36 starters on corrected time — and with three gallons of gas left in the tank! The only boat under 40 feet over all which beat us was the Herreshoff sloop *Mischief*, which won the race.

That feathering wheel was shipped to Godfrey, in Brooklyn, a few days later, and found to be miles out in pitch. When adjusted to the proper pitch, nine inches, the motor walked away with it easily, and drove the boat the way the solid wheel had done. A new carburetor replaced the faulty one — and the motor has hummed contentedly since.

Just to see how she would work as a single-hander, I took her to Lloyd's alone on two week-end trips — all the time I could spare just then. It was simplicity itself. Sails hoisted with ridiculous ease. Put her on a course, lash the helm, and go about the ship's work, with an occasional adjustment of the helm to meet a change in the direction or force of the wind. Getting under way, I hoisted main and mizzen, got the hook, *Wave* drifting slowly astern as I fished and catted the anchor. Up jib and away. No trouble at all. Lunch under way was easy.

We had a nice sail back in a moderate breeze on the first trip, but not so nice the second time. Off Great Captain's Island a snappy nor'wester came hurtling down out of nowhere, butt end first. It was just a bit alarming with no one to help. So I slacked sheets myself, and *Wave* bowled joyously along.

Off Larchmont, I decided it was no go to try and make my mooring under full sail in a crowded anchorage. So I simply dropped the main, the boat steering nicely under jib and mizzen. Then an easy beat up to the mooring, and the trip was completed without a hitch. After that tryout, I was satisfied that I could handle her alone under almost any conditions.

*(To be Continued)*

# How to Build a Sharpie

## Part II—The Most Boat for the Least Cost

By EDWIN S. PARKER

IN THE December issue of YACHTING the plans of and directions for building a 15-foot sharpie were given that carried the work as far as planking the bottom. In the present article the directions for work are continued from that point to completion. Reference is made here to some of the sketches in the first article and it will be necessary to have them at hand for reference in reading this instalment.

STEPPING THE MAST (Details I & Q) — For open boat, build small decking in two layers, top running lengthwise, and lower running across to prevent splitting. Saw mast hole with keyhole saw. Nail this decking securely in place with eight-penny nails. But the strain of the mast is so great that it will spread sides. So later, when the bumpers are on, bend a 3-inch wide strip of galvanized sheet metal, as heavy as you can handle, across and around the bumpers, screwing it with two screws each side — 2-inch screws preferably — holes drilled in metal and wood. Put some extra screws through sides into bumpers just abaft this. The lower step is as detailed.

*The sharpie looks smart, and with her handy rig is easy to sail*

For the decked boat, put 2 by 10 boards across and fur up for crown of deck (Details N & P).

17. DECKING — Use 2 by 4 spreaders as already mentioned, crowned as much as you want. The crown is for appearance only. Nail the coaming to this, with some of the 1 by 6 planking left over, and set in the other deck beams made of ⅞-inch stock, crowned likewise. The coaming supports the adjacent deck. Do not set the edge too high or it will cut one's knees — two inches will stop all the water necessary.

Use narrow matched boards for the deck — old flooring would be good. Another way is to have ⅞-inch boards ripped to 1½-inch strips and bent to the curve of the boat, laying edge pieces first and working inwards, nailing together edgewise and into deck beams as well.

Paint deck a sloppy coat, lay canvas and tack to outside of side boards so that the bumper will conceal the edge of canvas. Paint canvas a sloppy coat at once. Use 8-ounce canvas if you can afford it, or anything lighter, down to unbleached sheeting.

18. BUMPERS (Details M, N & P) — In the open boat this strip strengthens the edge materially. In any case, it turns a lot of water on a rough day and takes the knocks when landing. Use the hard pine battens No. 2. Taper off the forward ends to about ¾ of an inch on the *inside*. In the open boat, clamp in place and screw 8 inches o.c. from the inside of side boards, as with ribs. In the decked boat, screw through bumper from outside into side boards, countersinking deeply. In either case, bind at bow and stern with galvanized iron to prevent spreading. Make patterns of heavy paper for cutting metal. Drill for nails in metal, and clinch nails where they go through boards.

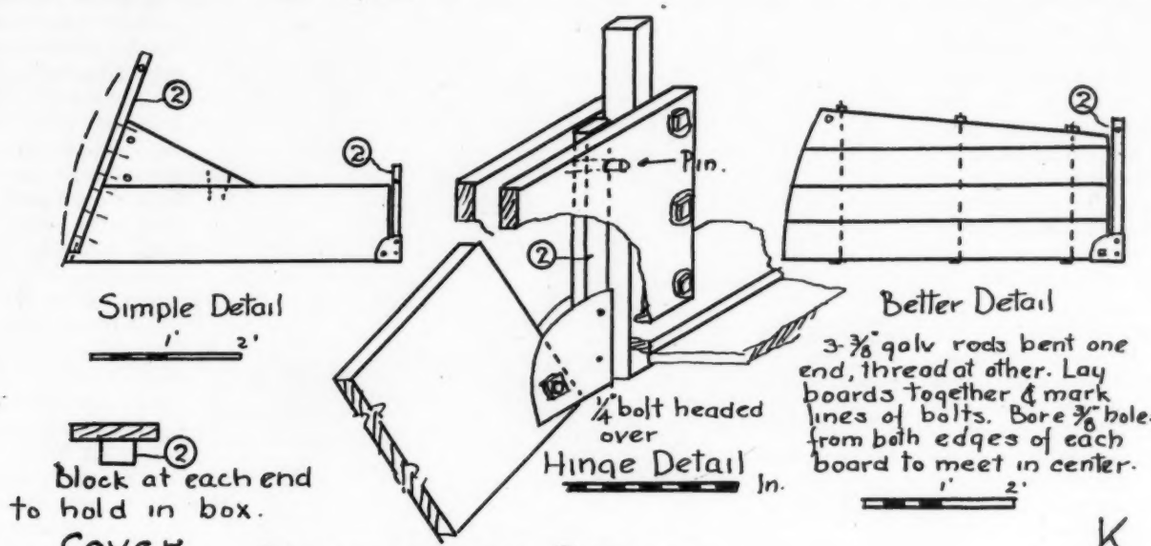
19. CENTERBOARD (Detail K) — Make either way, as shown. The board can be pinned through the case for the hinge, as is usually done, but it is very convenient in a small boat to be able to get the board out from the top. The method of hinging shown has proved a good one, and keeps the pivot low. Have a hole in the box aft to take a pin to hold board down when sailing. Make removable cover to go on when board is down (Detail K).

20. RUDDER — This is of the balance type. A very small area forward of the post will balance a large area abaft it. Set post by trial if necessary. The detail shown is very cheap and very strong. Either type of socket is good, as shown (Details H & P). The pipe is better for the decked boat, while the built-up one will serve for the open boat, and is less expensive by perhaps a dollar. But have all the seams accessible in case the soft cloth between the pieces of wood does not make tight. This cloth can be slopped with paint when laying. To cut the hole for the post, use a gouge if you have no extension bit, and, in any case, cut through each piece as you lay it and set post in place when screwing down each piece to get hole true.

For the rudder post (Detail H) get a couple of feet or so of galvanized 1-inch genuine wrought iron pipe from the plumber's scrap pile, hacksaw it down the middle, working from sides alternately to keep cut true. Cut down perhaps a foot. This is easy. Do not try to flatten it out cold, as it will split. Have the blacksmith heat and spread and drill for the ¼-inch bolts. This should cost about 25 cents. Now set the rudder and bolts in place and, with this assembled, place the socket in the boat and mark the position of the bolt which holds the shaft

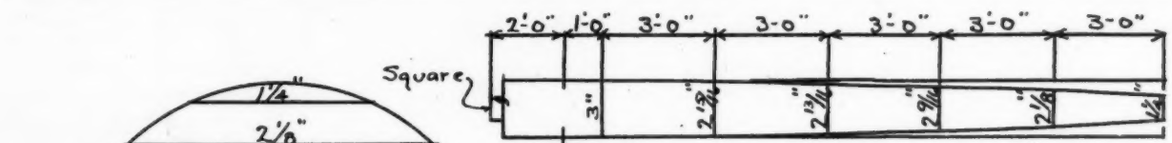
from dropping out, and also the place where the tee shall come for the tiller. Take to plumber, who will cut the pipe, put a long thread on it, screw on a tee which has a larger opening horizontally than vertically — they come standard if you can find them — and with this tee lined up with the rudder so that the tiller will be true, drill a ⅛-inch hole clear through tee and shaft. Through this run a wire to prevent tee from rotating on shaft.

21. SPARS (Detail L) — Choose a clear, straight 4 by 6 to cut mast from, preferably western fir. Have mill cut to 3 by 3 and 2 by 2 (Detail A). Mark mast as in diagram . . . do not taper straight. Tack in brads at taper points, and spring the batten to get true curve. Saw to tapered square, working from both sides alternately to keep to lines, sawing perhaps 6 inches at a time on each side. Have the saw sharp. Where saw breaks out at edge, finish with plane — do not try to hew out, as the grain will tear in and leave a hollow in the mast. But work


Simple Detail
1' 2'
Block at each end to hold in box.
Cover.
Pin.
¼" bolt headed over
Hinge Detail
In.
Better Detail
3-⅜" galv rods bent one end, thread at other. Lay boards together & mark lines of bolts. Bore ⅜" holes from both edges of each board to meet in center.
1' 2'

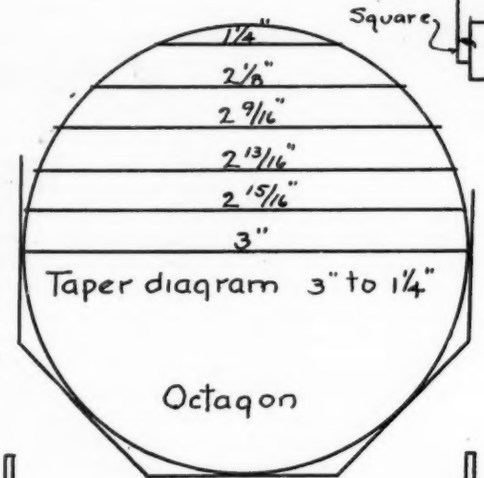
K

· CENTERBOARD DETAILS ·



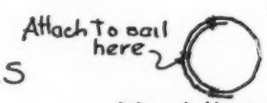

Mast Layout - two scales

Mark mast thus on two opp. sides. Saw 6" one side, turn over & saw 6" other side to follow both lines. Finish with plane where saw runs off and true up taper. Work to true octagon Then round with spoke-shave & plane

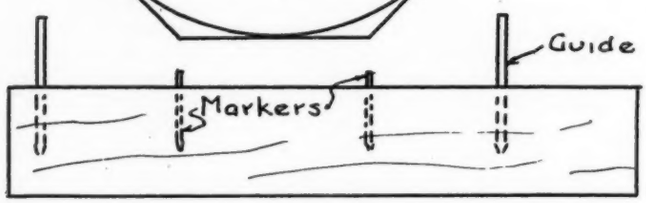



L

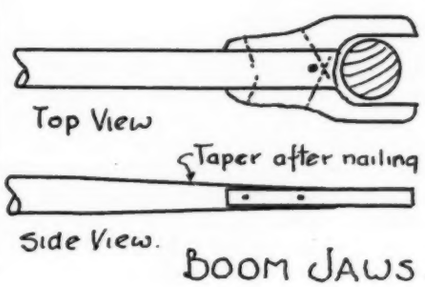
MAST DETAILS
Curved Taper.




Mast Hoops
Split green twigs, bend & wire well.

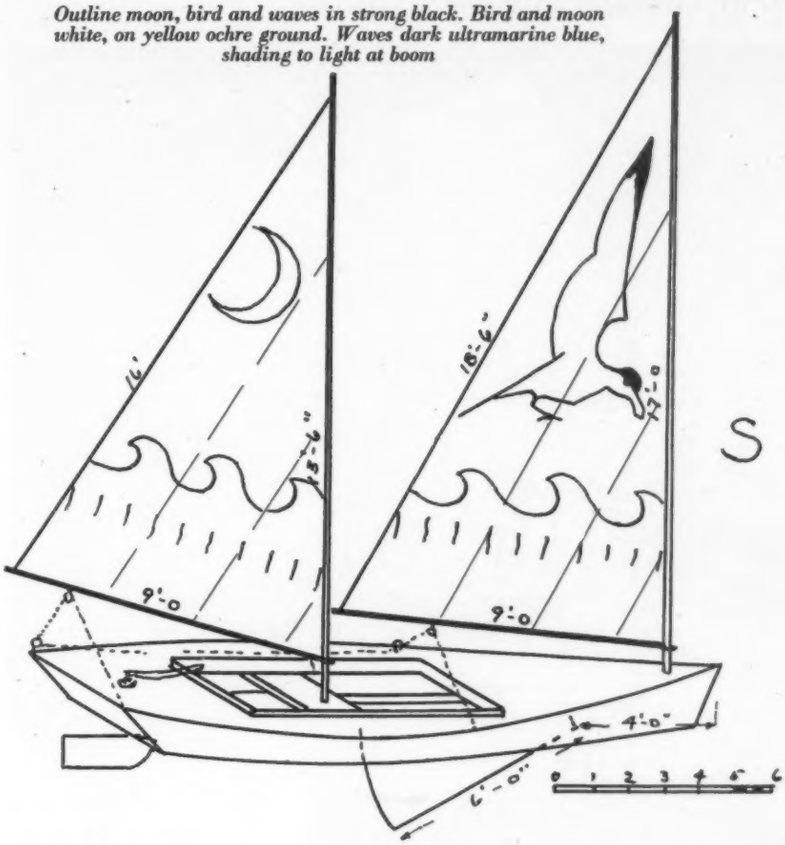



OCTAGON GAUGE
Work gauge with guides snug to sides of squared stick.




BOOM JAWS.

*Outline moon, bird and waves in strong black. Bird and moon white, on yellow ochre ground. Waves dark ultramarine blue, shading to light at boom*

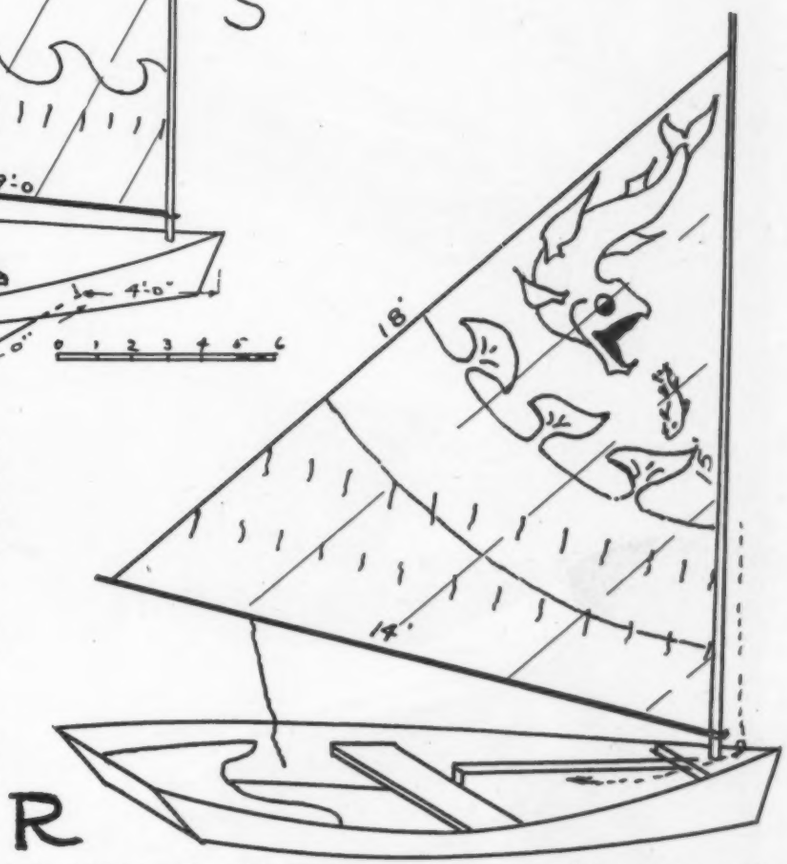



*For the 18-foot boat use modified sharpie rig (S). This is very handy. Centerboard must be back against mizzenmast to make boat balance. Note arrangement of sheets.*

*All rope ¼-inch manila; mainmast, 20 feet by 3 inches; mizzenmast, 18 feet by 3 inches.*

*For the 15-foot boat use cat rig (R). For light to moderate winds use sail of size shown. With centerboard well forward, center of sail comes over center of board. Have halliard block well forward to clear jaws of boom.*

*Mast, 18 feet by 3 inches; boom, 14 feet 6 inches by 2 inches; halliard, ¼-inch, and sheet, ½-inch manila.*




*Paint fish bright yellow, with fins bright red. Minnow, blue black; sea fans, yellow ochre; band, Indian red*

into a perfect squared stick. Make the octagon gauge, as shown. By twisting this as you go towards the small end you get a true octagon on the mast. Cut to this line with drawknife and finish with plane. This will give a true octagon. If this is well done, the work of rounding off is negligible.

Bore hole ⅝ of an inch fore and aft at head for halliard and work it out with knife so that rope will pass through easily.

Make boom similarly. Jaws of hard wood. The boom tapers very slightly at after end, and flattens out at forward end to take jaws. Make long in case sail stretches. (See detail L).

22. SAILS (Details R, S & T) — Do not be afraid to make your sails. You cannot equal those of a professional, of course; but what of it? Use 30-inch drilling, lap edges one inch and sew down both free edges on a sewing machine, using number 30 thread and a long stitch and tight tension. Pin pieces together about one foot apart to be sure pieces pull alike. Lay the sail out with string on a large surface. Cut the sail to this pattern, selvage on the leach or rear edge, allowing hem at bias edges. Curve the edges you cut (at mast and boom) an inch or two out, especially on the edge next to the mast. Not too much, though, as the sail will bag. Hem bias edges, but leave selvage as is.

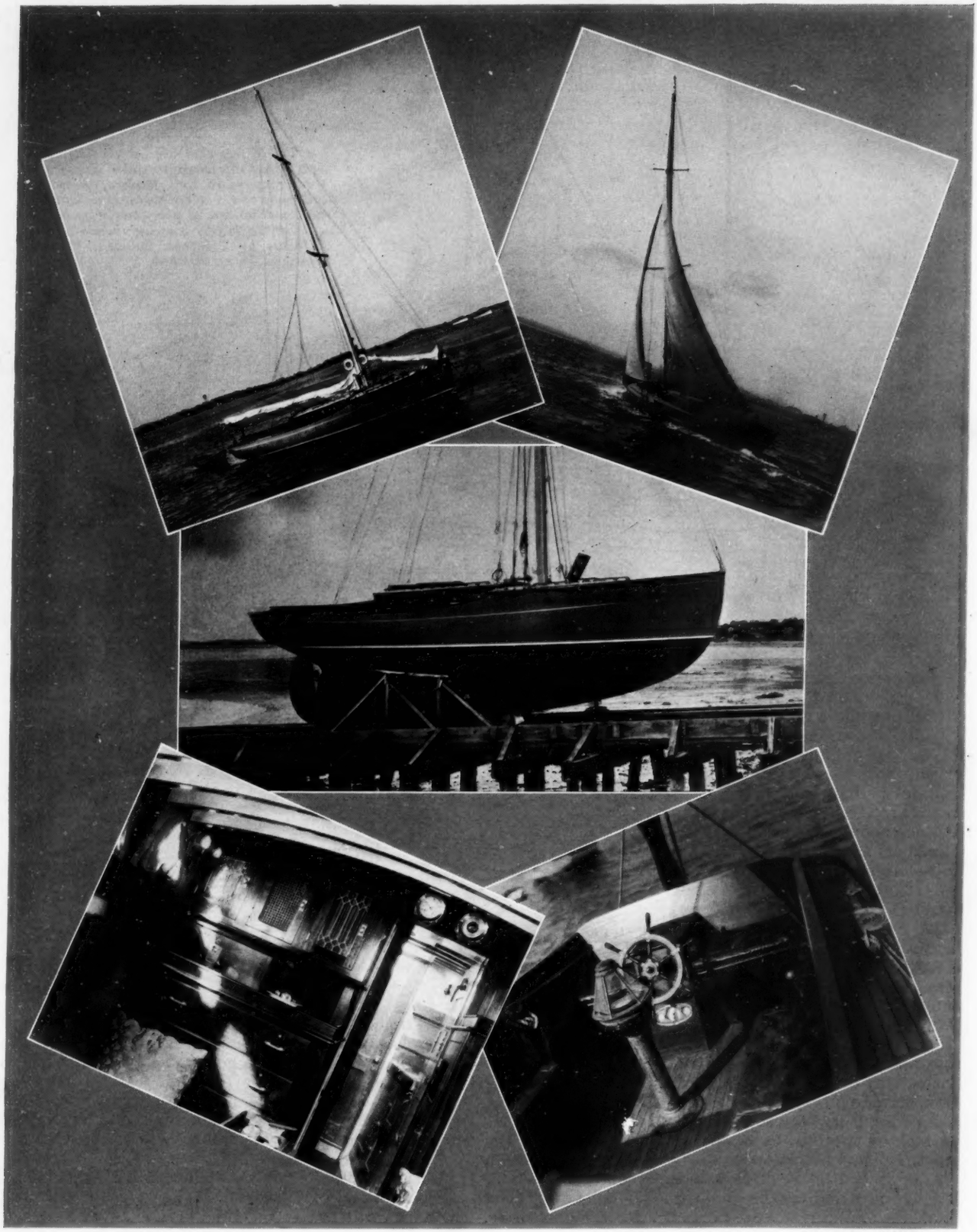
Have at hand a piece of ¼-inch manila rope long enough to go around edges of sail, with some to spare. Hang it out of doors for a month or more. Sew this to edges of sail with sail twine or knitting cotton, well waxed and double, with a sail needle or any heavy needle, the needle going under one strand of the rope each stitch. This is the only tricky part of the process. If the rope is not tight enough, or rather, longer than the edge, the edge will flop curiously. If it is shorter than the edge, the sail will bag. To get even tension, lay sail out and stretch sail and rope together. Catch rope to sail every foot or so, and as you sew the rope on, come out even at each catching. The luff (at the mast) and the foot will be easy, but you may have to do the leach over again, as I did.

Sew on reef points of one-inch tape, 12 inches long, at each seam and two between. Make cover for sail so sun will not rot it.

23. CAULKING — In making a boat tight, plan for a good seam and fill it with caulking. The planks may be too close in some cases. Make a hard wood wedge and drive it in all along the seam to open the seam slightly.

(*Continued on page 142*)

# "Harbinger"—An Unusual Auxiliary Cruiser



*Photos by E. H. Washburn*

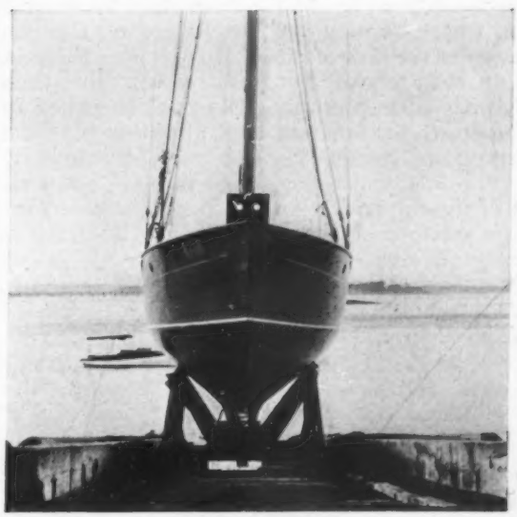
*In "Harbinger," Gordon Munroe, who designed her for his own use, has incorporated all his ideas of the perfect small auxiliary cruiser. With her simple and efficient rig, she may be sailed single-handed, if desired. The raised deck forward and large trunk cabin make her roomy below, providing generous accommodations for four people. With her long, easy form, she has proved a smart sailer. The spacious cockpit affords comfortable seating for afternoon parties. Below the cockpit is located the 12 h.p. Falcon motor, accessible through a hatch and arranged so that all controls are readily brought within easy reach of the helmsman*

# Thirty-Five Feet of Harmony

By GORDON MUNROE

EVERY yachtsman has his own ideas regarding the ideal yacht, and seldom will two entirely agree. In the course of a year I talk with hundreds of yacht owners, and it is surprising to find the diversity of opinion that exists in regard to what a boat should be. Perhaps, therefore, a description of the craft that so fully meets my particular requirements may be of interest to others.

Having sailed on many yachts, of various types and sizes, I personally believe that the most enjoyment in yachting is obtained from sailing comparatively small craft. The crew are brought closer together and mean more to each other than on larger yachts. There is an intimacy with both the boat and the weather that seems to lessen as the size of the yacht is increased. The joy of handling a small boat is greater, for she is more responsive to slight changes of wind and sea, and may be sailed by one person. I dislike the thought of needing help to sail my own boat. It is very seldom that I ever sail alone, but I do not want a yacht that I cannot handle alone, if necessary. Therefore, wholly aside from financial considerations, my boat must be comparatively small.



*"Harbinger" has the characteristics of a power boat above water and a sail boat below*

Just how small a boat should be depends upon who she is for and the general requirements of the owner. My own boat is 35 feet long. This size was arrived at after having built several previous boats from 33 to 37 feet in length, all of which had a similar general arrangement plan. My sailing is usually limited to coastwise cruising from New England to the Chesapeake during the summer. In between cruises we enjoy sailing parties, with sometimes eight or ten people on board. I also like to take part in some of the long distance races. This service requires seaworthiness, stability, comfort, dryness, speed and ease of handling.

Seaworthiness is the ability to go safely through severe weather in comparative comfort without strain to hull or gear. If a boat gets through a blow but pounds badly or starts to leak, or carries away her gear, she cannot properly be called seaworthy. If she "lays down on her ear," or is so stiff as to be jerky and uncomfortable, she may be reasonably safe but not really seaworthy. Seaworthiness is obtained through a combination of sailing ability, stability, easy motion and strength of hull and gear that has no definite limits, for these are relative factors. Take comfort, for example. One man may thoroughly enjoy and be perfectly comfortable pitching into a rough sea with the rail awash, while another, perhaps seasick, would be miserable under the same circumstances.

Everyone wants speed, except those who want more speed. This is a natural desire, and sound sense, if it is obtained without sacrifice of more essential qualities. Speed *at any cost* is poor policy in a cruising yacht, but speed consistent with the other factors mentioned is highly desirable. There is pleasure in coaxing the best speed out of your boat, and added satisfaction in knowing that she is fast in addition to her other qualities.

*Harbinger* has met the requirements I have outlined. She is "stiff as a church," and yet extremely easy in rough water, with never the suggestion of pounding. When the rail gets down to the water she goes no further; it has never been buried. Her decks have been wet with spray, but never had solid water on them. She sails at a moderate angle of heel, and lifts easily over the seas. There is rarely any difficulty in moving about her deck or cabin; her motion is like that of a much larger boat. In spite of her stiffness, however, it takes surprisingly little breeze to get her moving. She is a heavy craft, but has long lines and an easy form, so that she is easily driven by her efficient sail plan.

The rig is all inboard, and is designed to handle with the minimum of effort. Winches on halliards and sheets make light work of setting and trimming sails. She steers with the greatest ease; her slightly balanced rudder and Ross cam and lever steering gear make the easiest and smoothest steering combination I have ever seen. Yet it is sensitive; that is, you can feel the boat at all times.

*Harbinger* was launched the last week of July, and before the first of November she had sailed nearly 3000 miles. During that time her mainsail was reefed only three times. And only three times did we don waterproofs to keep dry from spray. Her best point of sailing, compared to other cruising yachts, is to windward, but she can reach and run well, too. She has logged thirty-three nautical miles in a four-hour watch under working sail, with the wind over the quarter. On at least one occasion she has done even better than that, running with large spinnaker set. On both these runs we towed an eleven-foot dinghy.

*Harbinger* is a keel boat with short overhangs, liberal freeboard and beam, having a raised deck forward and trunk cabin amidships. Her general arrangement is shown by the accompanying photographs. Going aboard, we find a deep, comfortable cockpit, nine feet long, and a short after deck. A low hatch at the forward end of the cockpit covers the motor, which is separated from the cabin by a watertight bulkhead. On the engine room side it is covered to the height of the floors with sheet lead, making an oil-tight division. A watertight hatch provides access from the cabin, in case of necessity. There is a seat six feet long on each side of the cockpit, and seats across the after end. The tops of these seats are hinged in sections, giving access to storage room below. Deep gutters prevent water from leaking into the storage space.

The main cabin is over ten feet long. It has two fixed

(*Continued on page 134*)

# Yacht Racing Strategy

## Part II—Sailing the Windward Leg

By H. M. CURTIS

IN the preceding article the first illustration of a start showed our skipper approaching the line at its weather end, close-hauled and to leeward of the fleet. While he would undoubtedly prefer that his start were carried out with complete success, we will assume that a jam occurred to windward, as he had anticipated it might, and rather than become involved in it, he bore off and crossed some distance to leeward of the mark boat, but on time.

This places him with his wind clear, ahead of three others who bear just abaft his weather beam. Though he has sacrificed the commanding position he had hoped to attain, he is in a position where he may yet secure it. Holding as close as he can under the bow of his nearest competitor, he finally draws clear ahead, but every attempt to luff out is met with such promptness by all three, that rather than be drawn too far from the remainder of the fleet, he gives it up and steadies his helm to the course.

So far no mention has been made of the skipper's plan beyond the intention of securing the weather berth for the first leg. Nevertheless, he has decided, long since, to base his strategy on the expectation that the wind, which is now S. by E., will improve during the race and shift a point or so to the southward. Therefore, it will be his policy to keep his most dangerous competitors on his port hand while on the wind, or in other words, maintain a position a little to the westward of them. Just how this plan will be carried out cannot be decided in advance; it is sufficient for the present that he stand ready to act the moment the opportunity arises.

As they approach the first mark, the second boat, which will be known as B (our skipper being A), gradually works up again to an overlapping position which gives him the inside for the turn into the windward leg and will place him squarely on A's wind. While A could sail wide for a moment and thus clear his wind, he would be acting entirely contrary to his plan at the very outset. Consequently, he bears off and then, luffing sharply, tacks around the mark under B's stern. In taking this hitch to port there is no intention of splitting with the others any more than is necessary in order to establish the position called for by his plan. To go off by one's self, hunting conditions the others may not find, should be resorted to only by a hopelessly beaten boat; for anyone who yet has a chance, it is poor sport.

Having sailed for about two hundred yards on the port tack, A comes about again and follows the others,

(*Continued on page 138*)

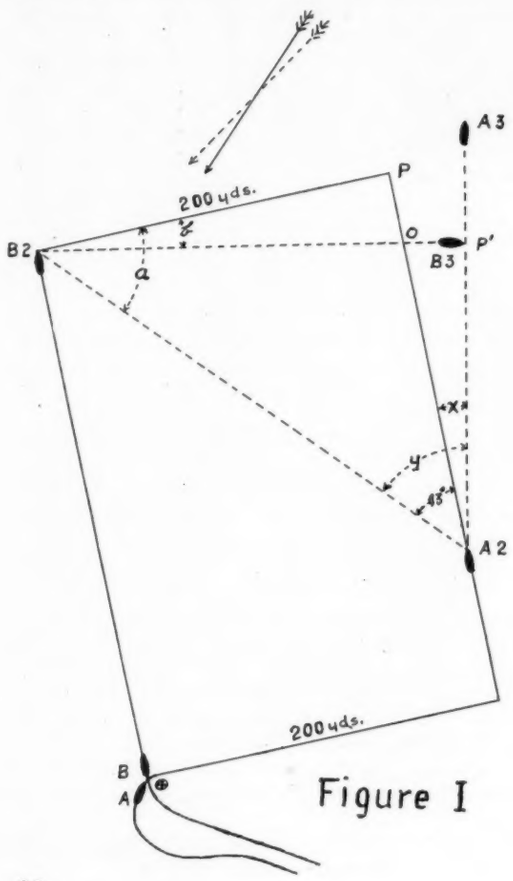



Figure I

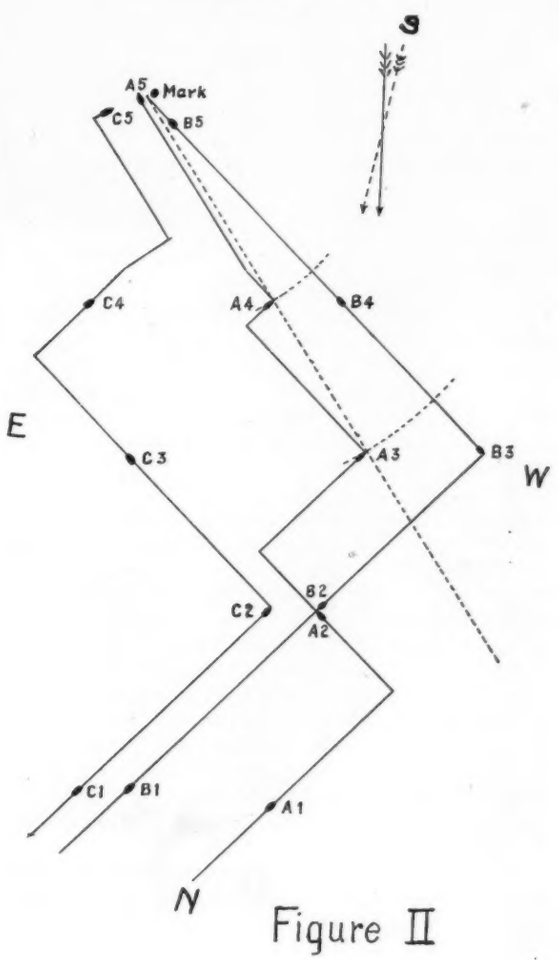


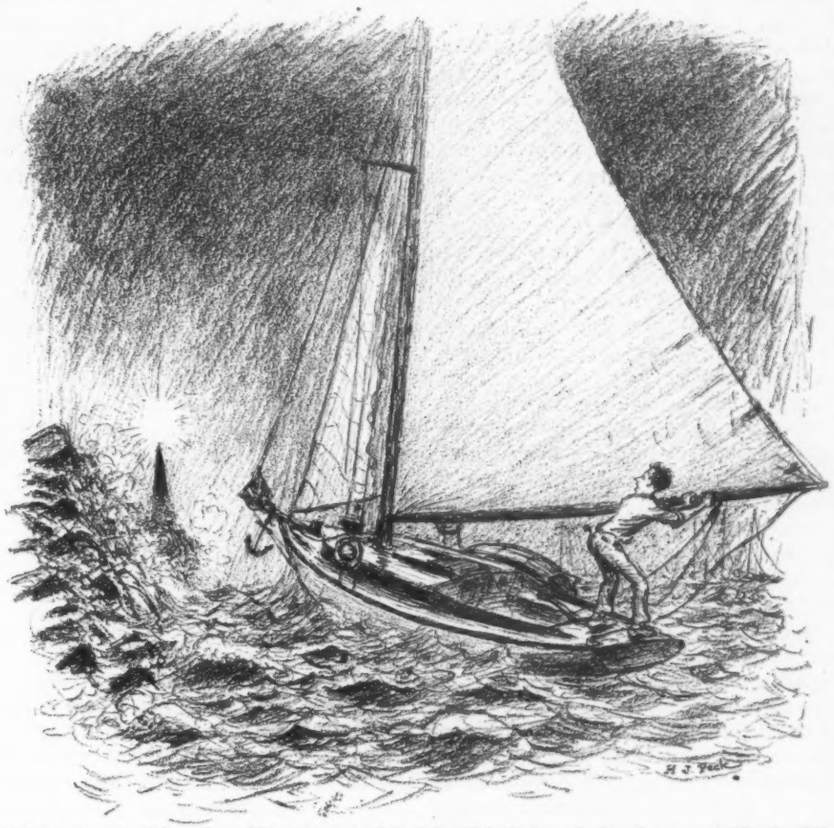

Figure II

# "Me and Cotton Mike"

By ALFRED F. LOOMIS

WITH possible dozens of unknown yachtsmen lining the wharves of Newport after the international yacht races, there seemed to be no remote chance of finding a crew for my trip up Long Island Sound. As I wandered hopefully in and out the sacrosanct doorways of the yacht club station I bumped into one man dashing madly for a toothbrush to see him home in a big schooner. I don't go in for style in *Hotspur*, and he could have shipped with me without the toothbrush. But he was already booked. Another friend I met knew a man who could ship with me as far as Stonington, but he wouldn't do me, as a stop in port always wastes a day.

I rowed about the harbor in my dink, taking care not to swamp the high-speed launches with my wash, and visited a fifty-fifty literally over-running with crew. I counted five. But on making guarded inquiries I found they were bound to eastward. So I rowed disconsolately away. I returned ashore to look up Old Man Wetherill, whose friends are legion. He had thought he might produce a man for me. But he was making wassail with his legion.



*"This time she did get herself in irons, and I wished I had given the breakwater a wider berth"*

To hell with it. *Hotspur* had been designed as a single-hander, and I knew her well. If I sailed home alone I wouldn't have to bother about cooking.

I returned aboard at ten of the evening and hoisted the dinghy on deck. It occurred to me to take the covers off the sails to save time in the morning, but I came face to face with the fact that when you are single-handing it there's no use robbing Peter to pay Paul. The work has to be done and there's one man to do it. That one man also has to sleep. It makes no matter which side of the night he sleeps. I turned in and set my mental alarm clock for five-thirty in the morning. My mental alarm is not as infallible as my old shipmate Paul Squibb's, who could set himself to wake at an exact minute.

But *Hotspur* has fuzzy blankets which, if sheets are dispensed with, can be relied upon to tickle the chin and wake one early. I stirred at four, but the day was still dark — and cold. Yachtsmen who can turn out to begin a cruise in the dark may be envied, if not emulated. At five-forty-five the blankets tickled my chin again and I staggered out to find the dawn well in. I lighted the fire and put on a woollen undershirt and sweater, flannel shirt and another sweater — and two pairs of trousers.

Once in an ocean race I had on two pairs of trousers and slipped something that I valued into a pocket. When I looked for it, it was gone, and I ransacked the boat searching for it. Hopeless. In the meantime the weather had warmed and I had stowed the outer layer of trousers. It was not until the return trip from Bermuda that I found the missing article. We had reached the two-trousers latitude and I put on the extra pair. Casually slipping my fingers into the watch pocket, I found the missing article. Not to be too mysterious about it, it was my store tooth. As it was a front pocket it hadn't bitten me when I sat down. As it wasn't a front tooth, you may not have noticed its absence when we stood up together before the bar at the Royal Bermuda Yacht Club.

But Hamilton is not Newport Harbor at six in the morning. I dressed while the coffeepot sang up. There's the only way when single-handing it that a man can save time. Certain things can be done while the water boils. I uncovered the sails. But I found that it is useless to try to "red" up the cabin and eat simultaneously. I ate and told the cabin to fix itself. It didn't.

When I stepped on deck to weigh anchor I noticed a yawl with a look of departure about her. Her home port was New York. First and last, before I had finished bringing the anchor on deck, unfolding it and lashing it in its chocks, running frequently to the cockpit to give *Hotspur* headway or sternway so that she wouldn't barge into anchored boats, and coiling down and securing the anchor line — first and last, I say, I noticed four men in this yawl. They were so many that the work of weighing seemed to do itself while I, skipping forward and aft on the dew-slippery deck, felt as if I had assumed

the tasks of eight. We exchanged greetings, and, after a few minutes, I followed them out of the harbor under power.

Outside, where three days before the big yachts had lain thick enough to give a Communist the blind staggers, I found empty waters, and with the motor keeping us more or less in the wind, made sail. First the main, because that is the most tractable; then the forestaysail which no more than threatens to shake itself to pieces; and then the jib which threatens and performs in the same dizzy gesture. As promptly as I could get aft to the lee sheet I quieted it. I also shut off the motor. Shutting off the motor gives me as much satisfaction as clicking the switch of a friend's radio in the middle of a mealy-mouthed announcement — "Thaht charming rendition of Duhvorzhak's 'Songs My Mother Taught Me' thaht you have just had the pleasure of listening to was part of the daily hour of — " Click, and the radio advertiser fails to get his money's worth.

With an auxiliary motor there is the same fiendish delight. You will hum, will you, and give me a devilish port helm? Well, click, damn you, and see how you like silence! Five minutes later when the wind exhausted itself blowing over Fort Wetherill on Conanicut Island, I was just as glad to start the motor up again. It ran thereafter until one o'clock when it performed a major operation on itself, burned the paint off the cylinder head, and had to be stopped. But of that, more later.

The Coast Guard destroyer *Porter* passed me without saluting. *Hotspur* is green and I had thought we might be mistaken for *Shamrock*. *Porter* was used as a press boat during the races and I had been a timid stranger aboard her amid all the golf-panted feature writers. Her commander is a very obliging fellow and wanted to show the pants the races. But he had to obey orders from higher up and we fared no better than the yachts and excursion steamers that went out to see the historic events. What I am leading up to is that we never got close enough to *Shamrock V* to make her look any larger than *Hotspur*. If the *Porter* had mistaken *Hotspur* for *Shamrock* I could have returned the salute promptly.

With a faint northwest air giving us a port list, we carried a fair tide down past Beavertail and around Point Jude. The yawl bound for New York was not far ahead and I looked for companionship on the way. But around the point where we freshened our wind she walked away from me. Never mind, there'd be another one along in a minute, overtaking and passing.

I have never been one to understand the currents in the Race, but as nearly as I could make out I'd catch it fair if I plugged at five knots and reached the Rock by two in the afternoon. We were a little behind schedule when we reached the eastern end of Fishers Island at one, and although the wind had come out of the west with a little more strength I was keeping the motor running. We were now on the port tack, and I was conscious of the fact that the motor's water intake pipe is on the port side. If *Hotspur* heels very far to starboard she uncovers the intake and there's the devil to pay. But we didn't have more than a strake or two out, and I knew the inlet was still well covered. Nevertheless, I suddenly heard an ominous, hollow sound in the exhaust and smelled scorching paint. As I was in the act of shutting off the motor it gave a despairing shriek and expired.

Thinking it over at the tiller I decided that we had heeled farther than I had realized, and the circulating system actually had had time to run dry. I gave the hot metal half an hour to cool off, and then, bringing *Hotspur* to the starboard tack — for we were by then well in under the Fishers Island shore, started up again. No go. The exhaust panted and blew derisive smoke rings, and in half a minute there was another shriek of despair. I decided to sail.

An "M" boat, or something that looked as big, overtook us and I was horrified to see that she was outwinding *Hotspur* at least two points. *Hotspur* is pretty close-winded, and I am proud of her for it, so I strapped all her sails in. Useless. I couldn't do better than southwest by west, while this tall-masted sloop was doing west by south. I came about and passed under her stern. There I saw the white plume of her exhaust. That made me feel better. I could have lain the same course if I'd had the motor. She disappeared into the haze overlying the Race, and the big *Gadfly II*, which was mistaken a thousand times at the races for MacMillan's *Bowdoin*, came along. Her sails were set, but she was making no pretense of sailing, but danced her booms amidship as her motor pushed her along. Everybody was catching that fair tide in the Race.

Along toward three o'clock I had another unsuccessful go with the motor, and when I came on deck after fifteen minutes I saw that I could lay Race Rock on the port tack. So I had the current with me. Or thought so until I came upon a circular lobster buoy looking horribly like a man's dissevered head, and saw it tugging impatiently to eastward. As I say, the tides at the eastern end of the Sound are beyond me. Fifteen minutes later, when I could make out Race Rock red buoy through the glasses, it was lying well over to the westward. I'd like to stay a week in the Race some time and find out what it's all about.

We carried on until I had the Rock close aboard to leeward and came into a rip where the tide was boiling fiercely. We then came about to starboard to leebow the current, and I was pleased to see that we were well down on Little Gull before my southwesterly course carried me over the line between that lighthouse and the one I had passed on the other tack.

Not knowing whether I might find less air in the vicinity of the island, or when the tide would turn against me, I tacked again and beat away to the northwest. The afternoon was by now well spent, and I looked at the chart to see about anchorages. New London was convenient, but behind me and therefore out of the question. The mouth of the Connecticut, which I have never entered, attracted me for a while, but was dismissed when I thought about bucking a flood tide out in the morning against a possible southerly wind. The Long Island side offered little, because Orient Bay is remote and I had also to consider the prospect of a northwester in the morning. I decided upon Duck Island, which had been my intended stopping place while I still cherished the thought of anchoring at five in the afternoon. Now I would be lucky if I got in before ten.

Although there was no hurry about it, I lighted the running lamps and set them in the rigging. I also ate my supper, which consisted of an orange and a hooker of Scotch, and reflected that people usually overeat when other people cook for them. For lunch I had drunk a quart of milk, and the nourishment of it still stayed by me. During these trips to the cabin, *Hotspur*, her tiller lashed with a length of cotton line, had sailed herself a little less than successfully. There was a lump of sea protesting the west wind, and she didn't want to stay put on a course.

At six-thirty I fetched to the westward of the Hatchett Reef buoys and put about. The day began to darken and Horton Point and Cornfield lighted up, as well as the occulting buoy nearly midway between the two.

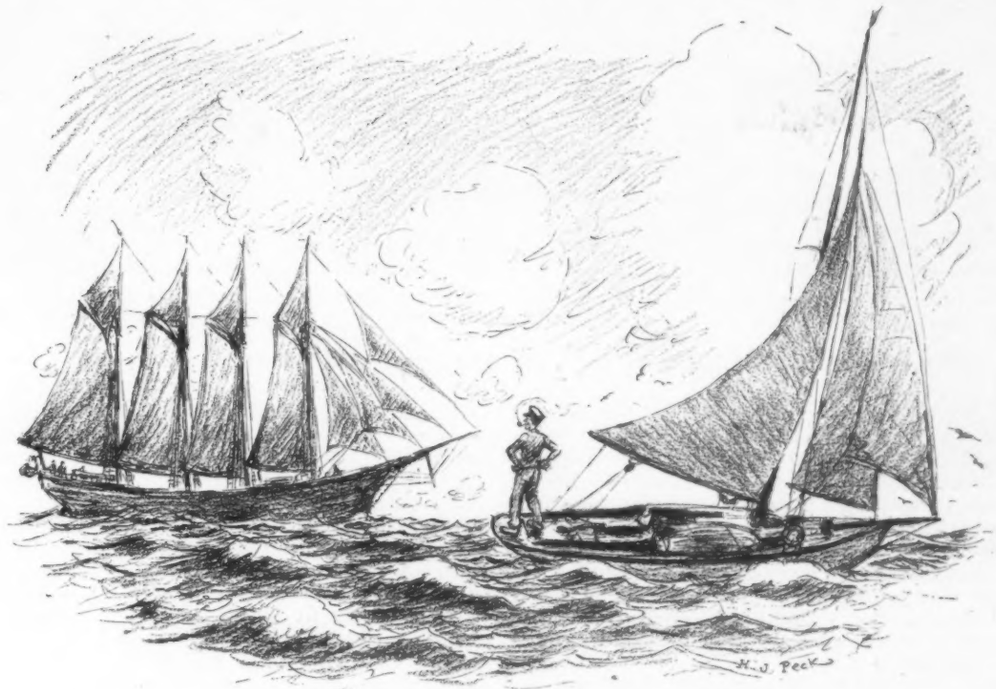
Just before nightfall I took in the forestaysail and, to balance the helm, rolled in one turn in the main. The wind was piping up as it always seems to when it meets a flood tide in this vicinity, and I didn't want to have my hands full after dark.

With Cornfield a point abaft the beam, I tacked, more to come near its friendly light than with any idea of laying Duck Island on this board. To my great pleasure I found that I had incorrectly figured the commencement of the westerly current. Now, six and a half hours after what I had thought would be slack water in the Race, it was still going strong. It carried me well past Cornfield, and in another ten minutes I made out Long Sand Shoal occulting buoy on my lee bow. Beyond it, dead ahead, the green flashing light of Stone Island Reef presently showed up. As the minutes passed the tide brought that under my lee, and, feeling a moderation in the wind, I raised the forestaysail.

After a consultation with *Hotspur* we decided to go in behind the western end of Duck Island breakwater. With its red flashing and white flashing lights on either end, it is an easy harbor to enter, but as I expected to be fairly busy the last few minutes of the run, the western entrance seemed even better than the eastern. For all I knew to the contrary, the tide might be leaving me any minute — and the wind too, for that matter — and while taking in the jib and making up the anchor I wanted to be behind the shelter of Stone Island Reef and with the definite line between the green and red lights to give me my position while I was busy forward.

At nine-fifteen I made the little ship fall away, released the tiller and then, as she was coming into the wind, let go jib halliard and sheet and ran forward with a couple of stops to douse the jib on the bowsprit. Thanks to a careful re-coil the minute before, the halliard ran smooth and the jib was furled before *Hotspur* had time to get herself in irons. There was still some sea where we were, and I postponed making up the anchor until we were in smooth water. Starting the main sheet, I now ran for the red-lighted end of the breakwater and as I passed it close aboard again left *Hotspur* to her own devices, and made the anchor ready for letting go.

This time she did get herself in irons and for a moment I wished I had given the breakwater a wider berth. But the forestaysail was sheeted flat, and by pushing out the main boom I managed to make her head pay off and clear the rocks. Knowing how unpopular a man is who makes himself too chummy with boats already anchored in a strange harbor, I jibed over well upwind of the riding lights that were there, and at a little after nine-thirty anchored with plenty of room all around me. We had been under way fifteen hours, and I knew it. An irresistible curiosity drew me to the engine's circulating pump, however, and after partially dismembering and reassembling it I turned in at eleven, fondly thinking that I had fixed it by releasing an imaginary air lock.



*"My friend the four-master continued to drop astern"*

In the morning, at six-thirty, I roused out to see in the harbor with us a big steam yacht and half a dozen sailboats judiciously anchored, and the inevitable two motor boats lying so close to the jetty for smooth water that they would have been on it in a jiffy in a sudden hard nor'wester. *Hotspur* cocked an intelligent eye in their direction and said they reminded her of the Aegean Sea,where it is the proper procedure to anchor off and run a warp to the jetty. As *Hotspur* has a motor in her innards (some call it cherishing a viper in her vitals) she is tolerant of the breed of motor boats and excuses what she can't overlook.

There was a God-given easterly air ruffling the quiet water of the harbor while my eggs were boiling, but it died away when at seven I started the motor and broke out the anchor. An anxious glance over the side showed me water pouring from the exhaust, and it still passed out in the form of steam during the time that I was stowing the anchor and clearing the breakwater. Then came the hollow sound again and I shut off, realizing that the motor had me licked.

(*Continued on page 154*)

*The ketch-rigged "Dragon Fly" took second place in the autumn championships*

*The Suicide Class allows plenty of latitude in the design of hull and rig*

*"Itch" was the best in a breeze, and won the autumn championship*

# THE MONTH IN YACHTING

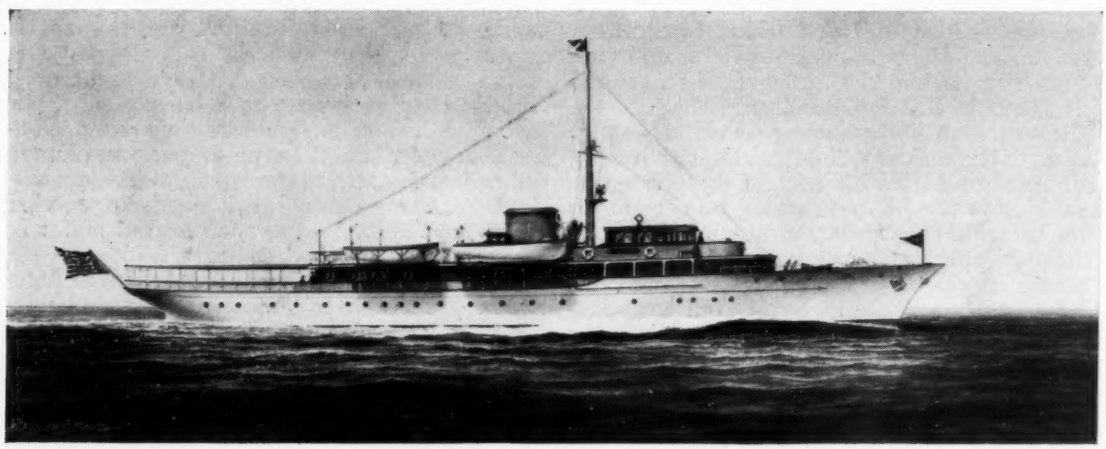
## The Suicide Class

JUST how this enterprising young offspring of the Huntington Yacht Club came to be dubbed the "Suicide" Class is something a great many people have wondered about. Certain of the early boats of the class bore names if not the antics suggestive of a self-imposed demise, and for this reason the class was so named. But there is nothing really sinister about these boats, and much that is interesting. They are, as a matter of fact, unique in showing what thought and initiative can do in the building up of a successful class of small racing yachts as opposed to a lavish outlay of cash.

With the main restrictions as 125 square feet of sail area and maximum single-centerboard weight of 50 pounds, and little else to hamper one's individuality, this has brought out all manner and types of hull and rig, all of them within an average square foot or two of sail area, yet miles apart in power and effectiveness in varying conditions of air.

There is no handicapping; the boats are under one classification and are built to a rule, however unlike in their capabilities. After all, the weather is the great leveler. Being raced every week in the season from Decoration Day to early October, a boat that has garnered her points through light drifting airs to moderate sailing breezes and stiff fall northeasters is a boat that may be considered as having proved herself. Gordon Thomson's *Pluto* was awarded the Skull-and-Bones Trophy as the most consistent winner of the 1930 season, while the Mower-designed *Hell No*, owned and sailed by Dr. Russell W. Sammis, received the second highest number of points scored. *Hell No* raced through the season with an altered rig. After a previous season of considerable heavy weather racing, Dr. Sammis had the then existing sail plan of *Hell No* reduced five feet in height (but not reduced in area), with a view to better performance in like conditions during 1930. And while stronger breezes over the summer might have been wished for, the net result of this change was very gratifying. Richard Parkinson's *Co-ed* also gave a good account of herself, and placed third out of the twenty boats that competed during the past season. The boats are raced under the rules of the N.A.Y.R.U.

A good deal of midnight oil is being burned in the interests of new Suicide Class designs for 1931 and the improving of existing boats. There are at present three Herreshoff-designed boats in the class, brought from Marblehead by Daniel Gale. Two of these, *Waimarie* and the ketch-rigged *Dragonfly*, are owned and sailed by Mr. Gale and his son Kent; the other is owned by ex-Commodore Henry D. Bixby. There are several excellent boats by Atkin, and by Mower, in addition to those more or less owner-designed, or, at any rate, embodying the ideas of the men who sail them. And in this fact probably lies the fascination of development class racing. HILARY CORWIN



*Something unusual in the way of a large Diesel yacht is "Avalon," a new 180-footer building for Ogden L. Mills, Under Secretary of the Treasury, from designs by Cox & Stevens. She presents a design modern in every detail, yet graceful and well proportioned. Her speed will be 16 knots*

## Southern California Mid-Winter Regatta

STARTED in 1927 as a training school for West Coast yachtsmen in the then unknown international "metre" classes, to build up a knowledge of these racing craft, and to get ready for the Olympic Yacht Races in 1932, the Mid-Winter Regattas off San Pedro have grown steadily in importance and have finally broken the habit of storing yachts during the winter months.

The first year the races were fostered by the Skippers' Club and consisted exclusively of "R's," but in 1928 the real fun began with an Eastern invasion. Nine six-metres fought it out off Point Firmin, *Lanai*, sailing under H. F. Whiton's colors and superbly handled by Clifford Mallory, showing the way to the Coast skippers and making the best record in all the races, although *Priscilla* (another Eastern boat), under the able hand of the late Ralph Ellis, won the open series. In the "R's" Charles A. Welch's *Live Yankee* (from Marblehead), sailed by her owner, showed her heels to seven of the best the Coast could produce.

In 1929 the eight-metres appeared, and Owen Churchill's *Babe*, an Olympic veteran, led two competitors in a rough fight; broken masts, split sails, snapped rigging and other troubles being the order of the day in the various classes: Stuart Haldorn's new Danish "Six," *Ayayay*, taking the prizes in a class of five, while Charles Wiman's *Alert IV* led the six "R's" through the series. The following season seven classes, with 43 yachts in all, crossed the starting line. With four "Eights," Lewis Luckenbach's new *Marin* won the beautiful King of Spain Trophy and carried it back to Manhasset Bay, while in the "R's," C. L. Farrand's *Robin II* transported the Don Lee Trophy to Larchmont. Another invader of Southern Californian waters, the ex-Swedish *Maybe* (Arthur Rousseau's San Francisco Bay crack), took away the Ben R. Meyer Trophy from five other "Sixes."

The Fifth Annual National Mid-Winter Regatta, under the auspices of the Civic Regatta Association of Los Angeles and sponsored by the Southern California Yachting Association and the North American Yacht Racing Union, will be held off San Pedro (Point Firmin), February 21st to 25th, inclusive. For the last four years these races have been held in March, and, as a rule, pretty hard going was the result. After much study of weather reports it was found that the dates selected for this year come at a much better time; free from rain squalls and with a steady full-sail or one-reef breeze, while less boisterous seas may be expected than are usually found in March.

There will be classes for International Six- and Eight-Metre yachts, "R's," Stars, San Francisco Birds, San Diego Pacific Coast One-Designs, 45-foot schooners, and International Twelve-Metres. In this last class, *Irina III* has been brought out from Norway (an Anker boat owned by George von Epercom),

*"Westward," owned by Silsby M. Spalding, of Santa Barbara, has been altered to cutter rig and will race in the 12-Metre Class, which is expected to make its appearance on the West Coast in the Mid-Winter Regatta in February*

and for competition the Coast-owned *Pandora* and *Westward* should both come in this class as they have been altered from yawls to sloops. A new trophy has been given by George Brock for Eight-Metres to replace the King of Spain Trophy, while the others now held by various craft will be defended in the regular classes.

Lewis Luckenbach has very kindly offered, through the N. A. Y. R. U., free transportation to any Eastern yachts on the big coast-to-coast freighters of the Luckenbach Line, so that the question of getting the boats out here is a simple one. A great welcome awaits anyone who makes the trip, as well as much hotter competition than in 1928. SHERWOOD HALL

*A Great Lakes cruiser. "Marbo" leaving Belmont Harbor, Chicago, for her home port, Cleveland. She is 75 feet in length and is owned by Robert G. Hascall. She was designed and built by the Great Lakes Boat Building Corp., and has a speed of 16 miles with two Winton "Sixes"*

*An unusual photograph of Captain Voss's famous "Tilikum" taken the day before she sailed from Victoria on her voyage that ended in London*

*(Below) "Tilikum" as she is now preserved in the grounds of the Crystal Gardens, Victoria, as a tribute to the courage of her intrepid owner and skipper*

## "Tilikum's" Last Port

FROM Mr. Harry T. Barnes, of Victoria, B. C., comes an encouraging letter that should warm the hearts of many who may have wondered whether the few words — "*Tilikum* never left England again and was laid up at Canvey Island and neglected, almost forgotten," in the October article of "Adventurers All" — meant that the gallant little dugout canoe that Captain Voss had sailed nearly around the world had been left an outcast. Several citizens of Victoria resurrected *Tilikum* and had her brought out from England, and now she is set up in the grounds of the Crystal Gardens, Victoria, together with a chart showing her long track. Preserved as a remembrance of her glorious past and as a tribute to the courage of her commander, she will rest in peace. It is gratifying to know that not all men forget the brave ships that once served so faithfully.

Mr. Barnes was a close friend of the Captain's, and we hope to hear from him about the fate of the adventurer, as well.

## Gerbault Builds New Boat

*Editor, Yachting:*

After looking all over France for a suitable shipyard, I have ordered my new boat from Paul Jouet of Sartronville, near Paris. Although they do not specialize in sailing boats, they are careful builders, and have built Dr. Etchegoin motor racers that have broken many records.

The boat is going to be built entirely after my own designs, and as usual I asked advice from nobody. Many of her features are rather unusual, but I hope that she will steer herself; that is the dream of every single-hander, I think.

Her dimensions are: l.o.a. 34′; beam, 10′ 6″; draft, 5′ 7″. She is built almost entirely of teak (only the frames and timbers are oak), double planked, and with a deck of treble planked teak. She is a double-ender, and, although she is not a mere copy of Colin Archer boats, she is designed after his wave-line theory.

She has been in frame since March, but I have been considerably delayed in looking for suitable teak. Finally I bought two teak logs in London. They are three tons in weight and sixty feet in length, very fine Rangoon teak, and, in about three weeks, we shall start planking her over.

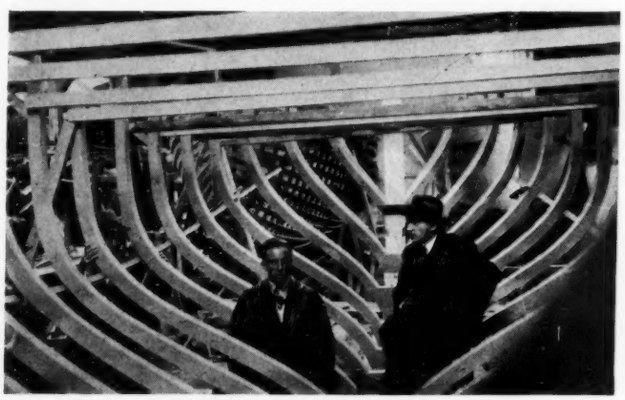
The accompanying picture shows the boat in frame. I am with my friend and tennis partner Albarran, and behind the frames is Mons. Paul Jouet.

She will not be finished before the end of the year, as I am using a lot of rustless steel in her fittings and rigging, and all that has to be specially made.

I shall be able, later on when all the inside accommodations have been settled, to tell you more about her. There are many features that some of you will not like, the rather fine stern, the center of lateral resistance slightly forward of the center of buoyancy, but she will be, at any rate, a tremendously strong boat and very thoroughly found.

The old *Firecrest* is still at Le Havre, and I am going to use her mast and boom in the new boat. My intention was to use the old lead keel for luck in the new boat, but for various reasons it was impossible to carry that out.

ALAIN GERBAULT



*Alain Gerbault (left) and the frame of the boat now nearing completion to replace "Firecrest"*

## Olympic Yacht Races

THE 1932 Olympic yacht races will go to the Pacific Coast at San Pedro harbor off Los Angeles. The races will be sailed in Eight-Metres, Six-Metres, Star boats and sailing dinghies, thus spreading the competition over a representative field of international yachts. Prizes will be given for all classes, but only one class, which will be selected later, will figure in the point scoring of the games.

Doctor Albert Soiland has been appointed by the Pacific Coast Yachting Association to act as chairman for the Olympic Yachting Committee and full information may be secured from him at 1407 S. Hope Street, Los Angeles, Cal. The races will probably take place the latter part of July, shortly after the opening of the games. Already the committee is planning for the participators and spectators in an effort to foster wholesome and greater interest in yachting.

# Under the Lee of the Longboat.

*by Cap Stan*

DESPITE the business depression, the forthcoming motor boat show at the Grand Central Palace in New York promises to be the equal, if not the superior, of any of the twenty-five shows which have preceded it. For I have it on good authority that the demands for floor space by exhibitors exceeds, in some departments at least, the demands of previous years. Yachting, of course, is a luxury. And luxuries, as a rule, are the first things to feel the effects of a slump in general conditions. Yet many of these exhibitors are far-sighted people, and their faith in the good times which are on the horizon is going to help a lot towards getting people to forget their troubles, both real and imaginary, and prepare for a real yachting year in 1931. So set aside an afternoon or evening between January 16th and 24th for a visit to the Palace — the time and the place to do your winter sailing and make your plans for the coming season.

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Many of us have doubtless been quite surprised to find that there is nothing particularly startling in the hull design of *Enterprise*. As her designer, Starling Burgess, explained in his very interesting article last month, she is of quite conventional form, conservatism being the keynote. It was above decks where skill and ingenuity were allowed full play. Here, and in the organization and handling of the craft, lie the reasons for her success.

It is quite astonishing to find how many yachtsmen are totally ignorant of the fact that the much-discussed boom on *Enterprise* is not at all new in principle. Rather, it is an adaptation of what Manfred Curry advocated in his book, *Yacht Racing*, published in this country in 1927. A glance at this book will show experiments carried out by Curry with a bent boom and a "plank" boom, the idea in each case being exactly the same — to get the same flow, or draft, in the lower part of the mainsail as in the central sections. Designers and racing experts have simply been asleep at the switch in not developing this idea before, especially in small boats, where the cost of experimenting would be quite small. But beware, Mates! Curry claims to have American patents covering flat-topped booms on which the sail travels from side to side. Future makers of such booms might well consult with Curry first, or take the chance of being confronted with a lawsuit for infringement of his patent rights.

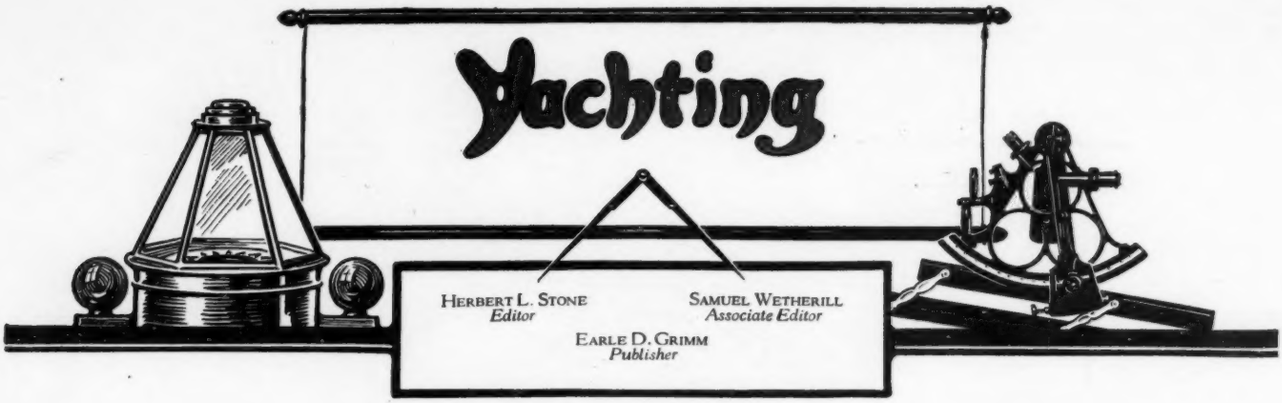
The proposal on this page some months ago to hold a sort of Junior Bermuda Race in 1931, for boats under 35 feet over all length, has met with a certain amount of approval, and there are three or four prospective entries. On the whole, however, there doesn't seem to be enough enthusiasm to warrant carrying the idea through. It's no small job to promote an affair like this, and unless more interest is shown very shortly, this race will be relegated to the class of "might have beens."

\+ + +

Our present set of racing rules is undoubtedly better than any we have ever had before. Even so, there are defects. For instance, consider that part of Rule XXX (Section I) which pertains to yachts altering course: "A yacht may not tack so as to involve probability of risk of collision with another yacht unless she can gather *full way* on her new tack before a collision would occur." That certainly seems clear, and better than the former rule, which stated that a yacht was not entitled to her rights on a new course until she had "filled away." But wait. It has been stated on excellent authority that last summer, on board *Whirlwind*, it was ascertained by means of accurate instruments that at times it took the big sloop a good third of a mile to gather full headway after tacking. Can you imagine a boat on the port tack being forced about by a competitor a third of a mile away? Yet the rule requires that she do so. Obviously, it will be broken more times than it will be adhered to. In all the years that yacht racing has been going on, that rule has caused far more trouble to rule makers, race committees and contestants than most of the other rules combined. Some day, perhaps, a bright soul will burst forth with a solution of the problem.

\+ + +

This is the season of the year when the yachtsman has the time and the inclination for a bit of nautical reading with which to while away the long winter evenings. If you want a good cruise story, I can recommend *From Great Dipper to Southern Cross*, by Edward H. Dodd, Jr., wherein a group of young chaps have some interesting adventures in the schooner *Chance*. It's a good tale, wherein a spade is called a spade. And don't overlook Weston Martyr's *Not without Dust and Heat*. The latter is a group of short stories, not all of which are nautical. But don't miss them on that account. They're good.




# EDITORIAL

### The Need for More Yacht Harbors

EACH annual Motor Boat Show brings tangible evidence of the need for more yacht harbors and better facilities for the storage and care of motor boats. With the tremendous growth in size of the pleasure boat fleet each year, the problem of the proper care of the ever increasing number of runabouts and cruisers becomes more acute. In the past, the matter was one that principally affected yacht clubs, inasmuch as nearly every boat owner belonged to some club to which he looked to provide dock space or a suitable anchorage. But during the past few years club facilities have been overtaxed, the size of the anchorage often being limited, as many of the clubs are situated on small harbors, and additional dock space is hard to get or difficult to finance.

In the vicinity of large cities the need for more facilities than the clubs can provide is most apparent. It is gratifying to note that many municipalities have recognized the claims of boat owners to consideration and have already provided boat harbors with suitable slips and basins for small boats, while others are proposing such accommodations in their city planning schemes. As a rule, the cities of the Middle West and on the Pacific Coast are several jumps ahead of the eastern municipalities, except for those in the South where boating is a winter activity.

Just what has been done, or is being done, in this connection in the United States is ably presented in the report of a recent marine survey made for the National Association of Engine and Boat Manufacturers. It shows in detail the widespread plans for waterfront improvements, spread over the entire nation. And while many of these plans will see fulfillment only in the future, it gives reasonable hope that the boatman who lives near a city will some day have facilities for enjoying his favorite sport equal to those now offered the car owner. Let us hope that day is not far distant.

### About "Spray"

THAT article of Charlie Hall's in the December issue of YACHTING, in which he attributes the fine performance of *Spray* to the expert handling of Captain Joshua Slocum rather than to any intrinsic merits of the old sloop herself, seems to have stirred up a hornet's nest of protest from the old boat's admirers. We think, however, that "Charlie" was not far wrong. Captain Slocum had to work with what he had, and he made the best of it. *Spray* was able, of that there is no doubt; but she was of the type of oysterman and clammer built to work on Long Island Sound and along the coast and was never designed for long offshore voyaging. That some of her passages were fast is a tribute to the fine seaman who sailed her, and who knew the wind belts as a good fisherman knows the fishing grounds. Given a fair wind, *Spray* would slide fast, and she'd take care of herself. She had, to a high degree, the desirable quality of buoyancy. But as for being the *sine qua non* of ocean going types, we have our doubts. *Islander*, a smaller boat than *Spray*, and of entirely different type, also made some good passages, and she sailed herself, according to Harry Pidgeon, under nearly all conditions. Yet very few will claim she is the ideal type for ocean cruising. So why not get behind the glamor of a truly remarkable voyage and pay a tribute to Captain Slocum that he richly deserves? His part in the success of *Spray's* voyaging has been too long overlooked in adulation of the old boat herself.

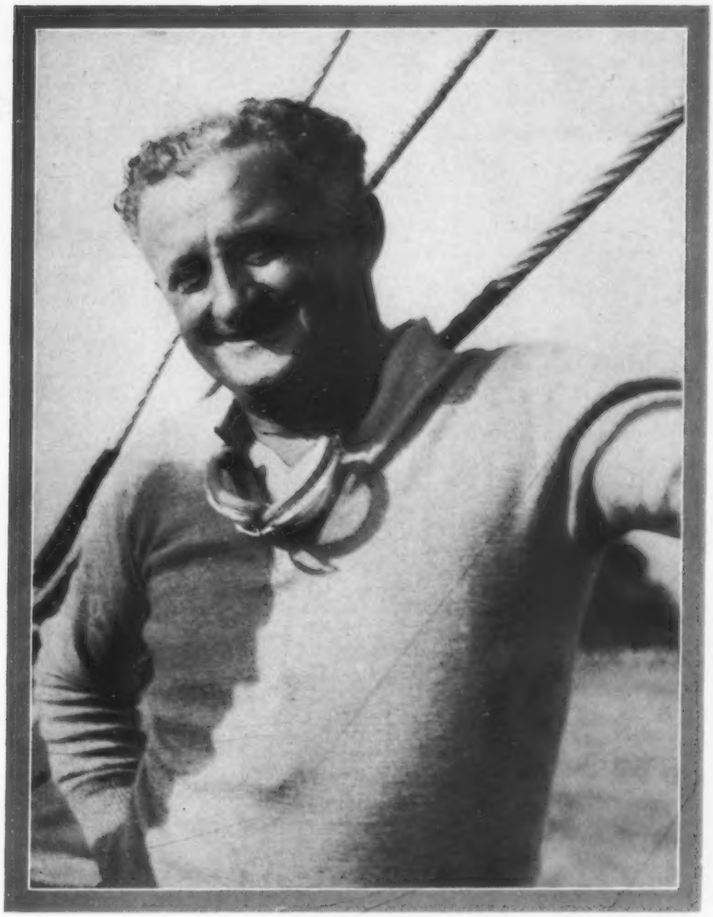
### All Year 'Round Yachting

THOUGH most of us living on the Atlantic Coast, north of the latitude of thirty, have to forego boating for at least half the year while our boats are snugged down under winter covers, those lucky enough to be able to steal a few weeks from work during the season of ice and snow are still able to get afloat by following the sun southward. It is surprising how many boat owners find time to slip away and indulge in some winter racing, thanks to the attractive program arranged by those clubs and racing associations located where the sun shines on both sides of the fence.

This year there will be no lack of sport in the South, in Cuban waters, and on the West Coast. First on the program is the annual Mid-Winter Championship of the Star Class, to be sailed off Havana, January 29th to February 6th. It costs but little to ship a Star to Cuba from any part of the United States, and here will be found an international gathering of yachtsmen from the United States, Cuba, France, and possibly other European countries. February and March will see the power boat racing season in Florida and Cuba in full swing, with exhausts popping all the way from Palm Beach around to Tampa Bay. Southern California yachtsmen are planning to take on, late in February, any Eastern yachts that may go to the West Coast, where the best of racing is assured under ideal conditions. Then, just before our own season opens, the activity will shift to Bermuda, only a couple of days from the Atlantic Coast.

Truly the winter is losing its sting for the boat sailor with a bit of leisure, and yachting is in a fair way of becoming a good year 'round sport.

# IN THE WORLD OF YACHTING



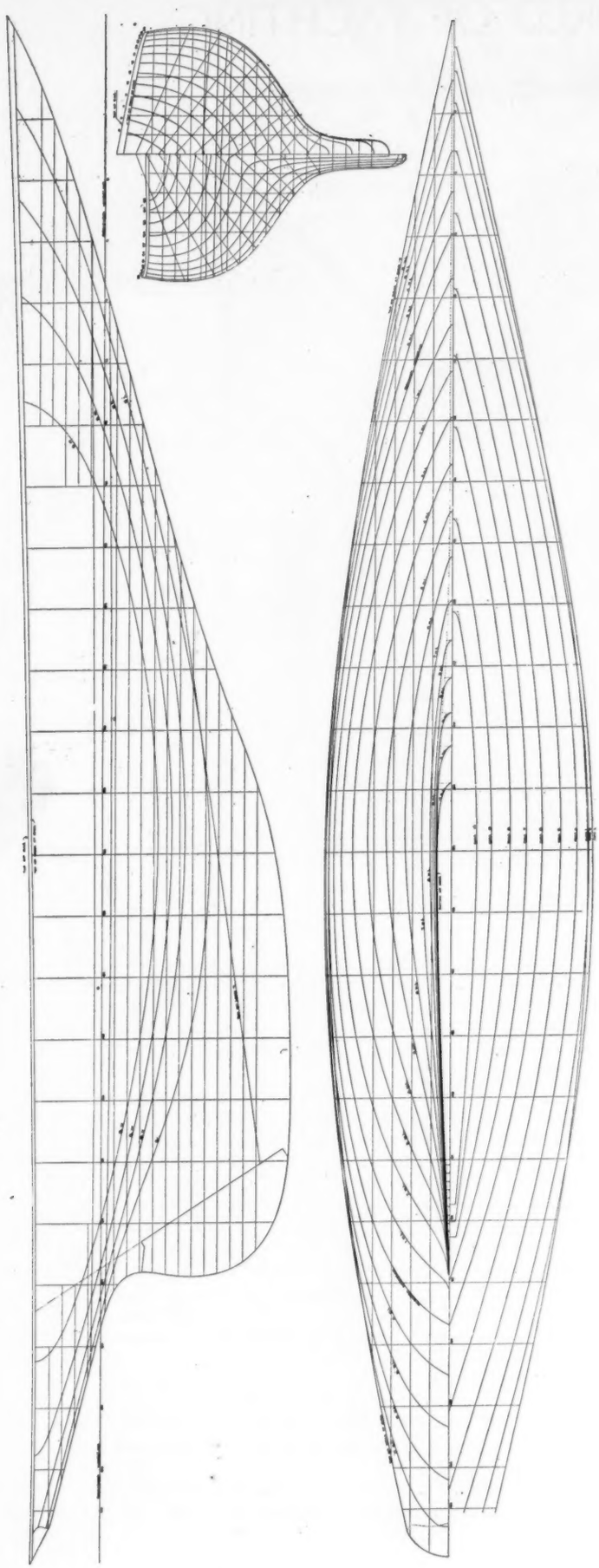
## VICTOR KLIESRATH

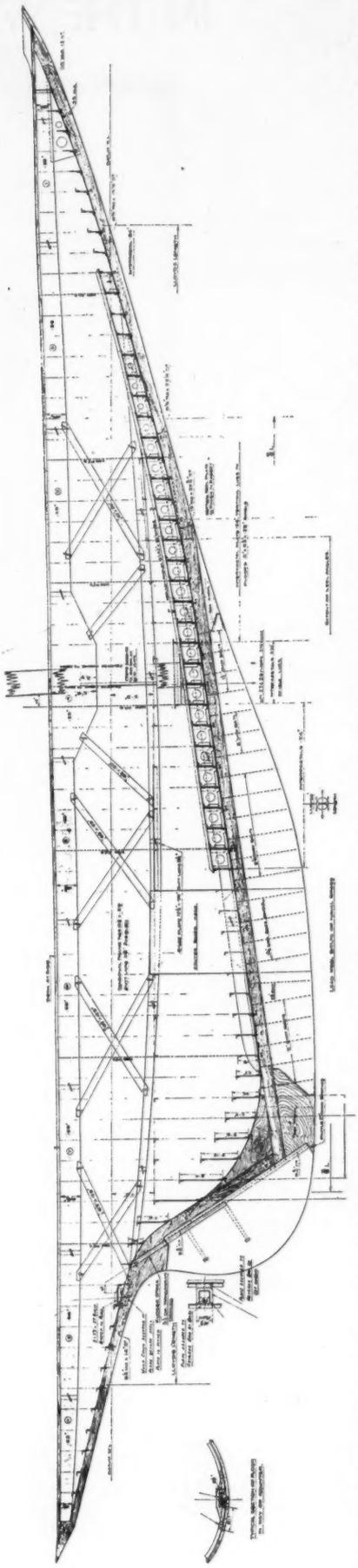
*VICTOR KLIESRATH is one of America's most ardent motor boat enthusiasts. In the game because he loves it, racing has proved more than a temporary infatuation. Otherwise, "Vic" would have been divorced from it before most of us knew there was such a thing as a motor boat. He is one of the real pioneers of the sport and, although most of his business activities revolve around automobile matters, he holds that mythical title, "Driving Champion of 1930." Nothing can drive him away from the water.*

*Victor Kliesrath has been "fooling around" with motorized craft ever since 1903. He was an official technical observer at the first Gold Cup Race in 1904 on the Hudson River, which is generally credited with being the starting point of racing as a sport. He witnessed all the important contests up to 1909, and from then up to 1917 took an active part in them. His first "big time" driving experience came in 1911 when he piloted "Baby Reliance" in the Harmsworth Trophy races at Huntington. The following year he drove "Vita" for the same trophy. His first taste of Gold Cup competition came when he drove Carl G. Fisher's "Presto," at Manhasset, and was forced to quit with a spray-flooded engine while in second position. For the next nine years he drove speed boats, but not in important races, and it was not until 1925 that he got back into Gold Cup competition, driving "Baby Shadow." He seemed headed for victory that year, but while leading near the end of the first heat an oil cooler connection blew out, and that was that. The following year he won the Dodge Memorial Trophy in "Rowdy" at Manhasset Bay, and the 150-mile Sweepstakes at Detroit.*

*Still keen on the sport, he again took part in the Gold Cup contests of 1927 and 1929, but it was not until 1930 that he really came into his own. Driving the revamped five-year-old veteran "Hotsy-Totsy," owned jointly by himself and Richard Hoyt, he won the Gold Cup and the President's Cup, and also rode in the boat when Mr. Hoyt drove her to victory in the Grand Free-For-All at Red Bank and Annapolis.*

*He is a member of the Montauk and Port Washington Yacht Clubs, was vice-president of the Society of Automotive Engineers, and belongs to several other engineering societies.*

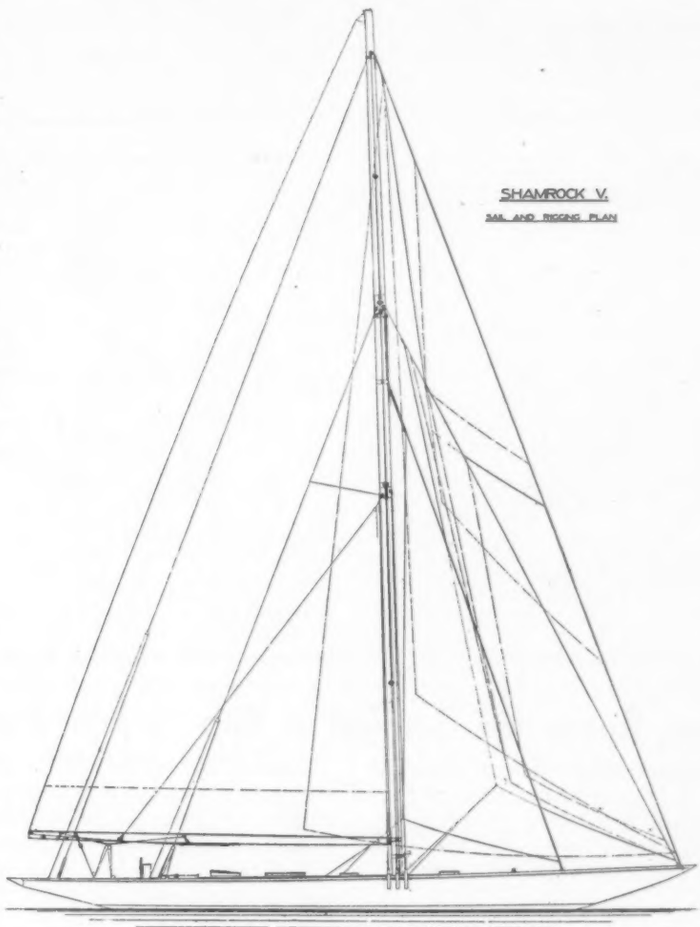




*Lines, body plan and construction plan of "Shamrock V." Reproduced through the courtesy of Charles E. Nicholson. "Shamrock's" dimensions are: Length over all, 119 feet 10 inches; water line, 81 feet; beam, 19 feet 8 inches; draft (without board), 14 feet 8 inches; displacement, 134 long tons; sail area, 7540 square feet*

# "Shamrock V"—America's Cup Challenger

AFTER publishing the lines, construction and sail plan of the America's Cup defender *Enterprise* in the last issue of YACHTING, we are indebted this month to the courtesy of Mr. Charles E. Nicholson for permission to reproduce the plans of the challenger, *Shamrock V*. Nothing is more significant of the new attitude towards international yacht racing than this willingness on the part of naval architects to give to the yachting public, and to analyze, the plans of their more important yachts. This spirit is in great contrast to the old policy of secrecy regarding every feature of their work on such yachts. In the case of some of the famous Cup boats of the past, the lines have never yet been published, though the boats themselves have had marked bearing on the evolution of yacht design.




In sending us the plans, Mr. Nicholson says: "My views on the publication of designs have rather changed. The old method of secrecy so closely guarded by many is not in the best interests of the sport. We should all try to help each other in racing, especially we older yacht designers who have the advantage of longer experience to assist the younger men coming along." With characteristic modesty he adds, "This, perhaps, may not be the correct attitude for me to take after the severe beating *Shamrock V* received by *Enterprise*, but the publication of the lines of the two yachts will doubtless show all yachtsmen the chief reason for our defeat."

A comparison of the lines of *Shamrock V* with those of *Enterprise*, given us by Mr. Burgess last month, shows a wide difference in the form of the two boats. In fact, for two boats of approximately the same water line and over all lengths, and displacement, they are about as different as they could be; yet as far as hull form goes, it is probable that the two were nearly equal in speed, although with the great saving of weight aloft in the mast of *Enterprise*, and her more efficient rig, any real comparison of the speed of the two designs is difficult to arrive at.

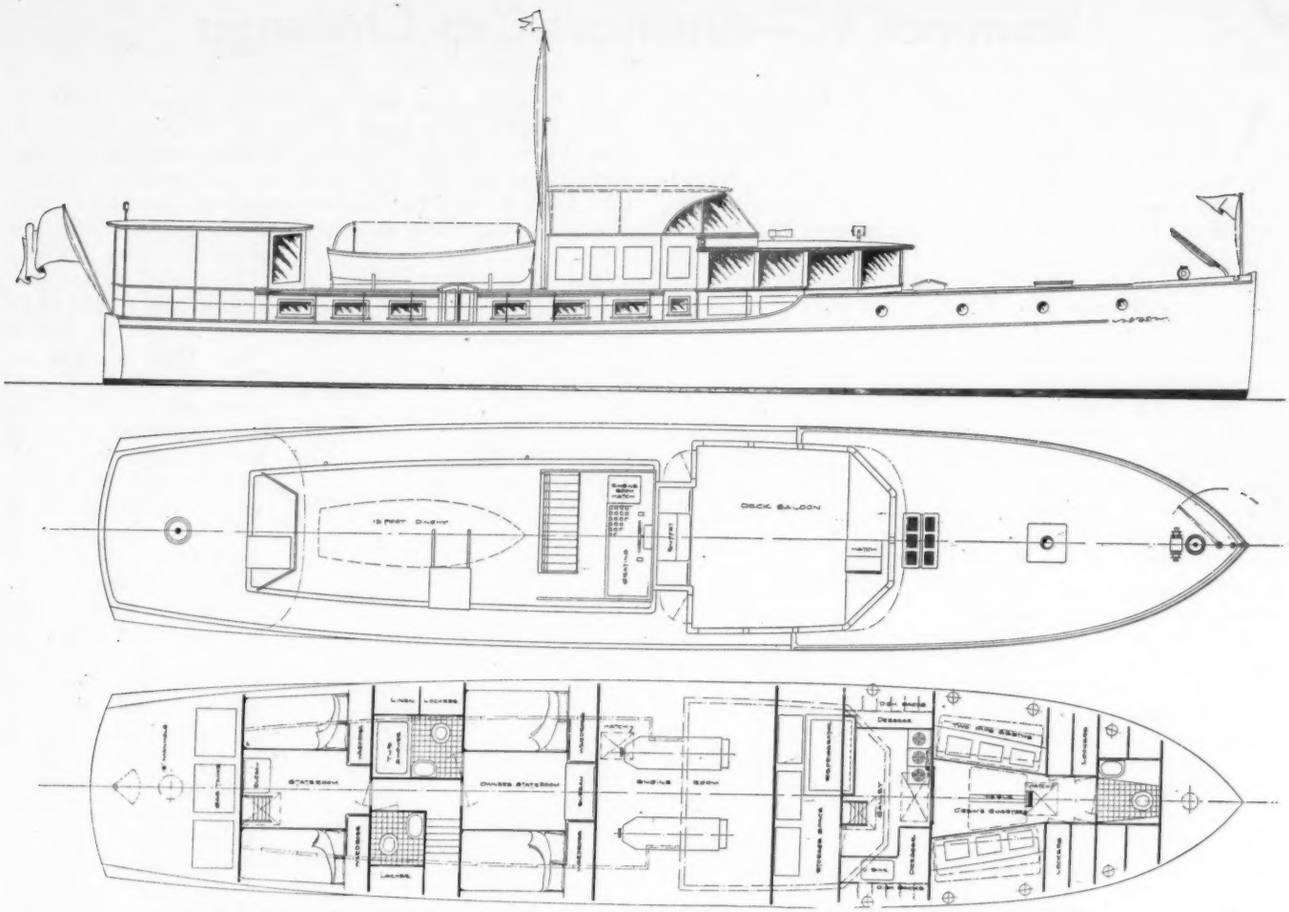
In profile the two boats are quite dissimilar. *Shamrock* has a straighter sheer than *Enterprise*, with hardly any curve to the sheer line. The underbody profile is also very different. With two feet less beam than the defender, *Shamrock's* body plan shows rounded sections both forward and aft, apparently more typical of International Rule boats than of those designed under the Universal Rule. The effect of these rounded sections was apparent off Newport in the greater "fuss" *Shamrock* made in a seaway, when she seemed to roll the water out from each bow as she pitched into the seas or long swells. The under-water sections show greater deadrise and an easier bilge than *Enterprise*. The water lines are easy, and the boat has a good entrance and a remarkably sweet, easy run. She is undoubtedly designed to be at her best in light to moderate winds and smooth water.

The plans show composite construction, with 2.3-inch mahogany planking over steel frames. The keel, stem and stern posts are of wood. There is diagonal strapping between the bilge plate and sheerstrake on either side. A dagger board is shown, located at about the center of the area of lateral plane.

All in all, *Shamrock V* is a remarkably interesting study, and particularly so in relation to her rival, *Enterprise*, as showing what two designers, working independently to the same rule, have achieved.

It was in the details of rig and gear that *Shamrock V* fell far short of the perfection attained in *Enterprise*. The sail plan itself is more or less conventional, but the challenger was lacking in variety and numbers of light sails, and she had but few winches for setting and trimming sail, or for adjusting the tension on the headstays or shrouds. Even the main sheet was trimmed by hand, and it took nearly the whole crew to get it in when she was on the wind. There was no tack on the gooseneck, or tackle to tack the mainsail down as the sail and halliard stretched. As Nicholson himself has stated, the tendency of the rules in Great Britain has been to discourage experiment and originality along these lines, and *Shamrock V* unfortunately paid the penalty of this "stand pat" attitude.

As to the future, *Shamrock's* designer writes: "I am very hopeful that it will not be long before we have another race for the Cup. Like you, I am not too pessimistic of the difficulties. We shall always have a very tough job racing these large yachts against the perfect tuning up they have in America — but then, the steep, uphill fight is always more interesting."



*Profile, deck and accommodation plan of the fast 72-foot power cruiser designed by Philip L. Rhodes*

## Appearance, Room and Comfort in This 72-Foot Fast Cruiser

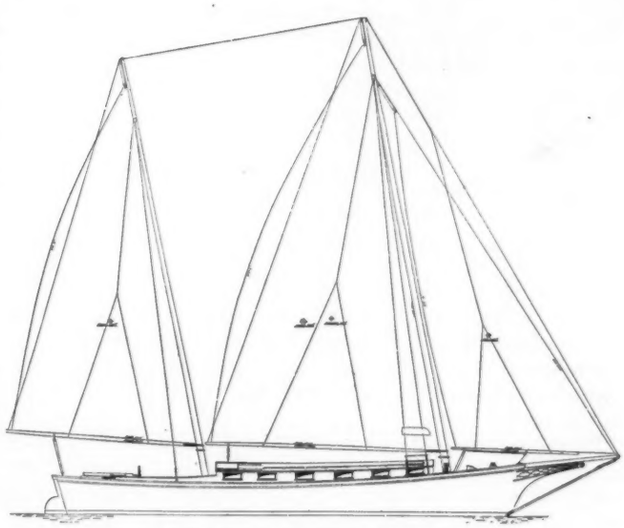
A NICE combination of appearance, room and comfort is found in the 72-foot cruiser whose plans are reproduced above. She is from the board of Philip L. Rhodes, naval architect of New York, and has been designed for a speed of 18 miles an hour with a pair of 200 h.p. motors.

There are two fine double staterooms aft, a bathroom and toilet room. The sunken deckhouse may be used either as a main saloon or dining saloon. The galley is unusually large, and the crew's quarters are excellent. The large bridge deck and protected after deck make fine lounging places in good weather.

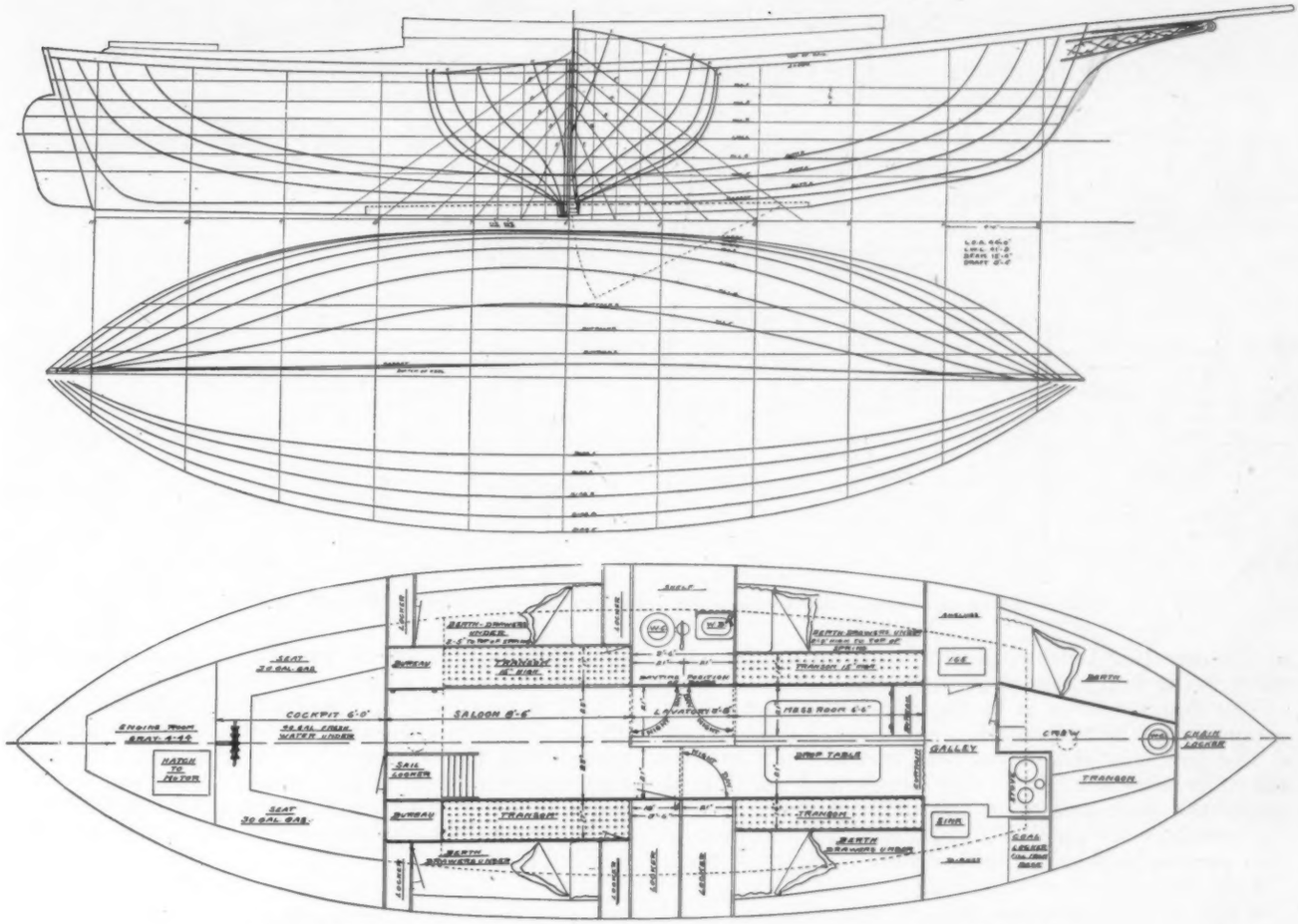
## Another Bugeye From Chesapeake Bay

NEARLY a year ago we published the plans of a bugeye-yacht designed and built by Ralph D. Wiley, of Oxford, Maryland. Now come the plans of another craft of this type from the board of the same designer — a true double-ender this time, 44 feet long, 41 feet 3 inches on the water line, beam of 12 feet 4 inches, and draft, without centerboard, of only 3 feet 4 inches. With nice, easy sections and long water lines and diagonals, she should be easy to drive with the moderate bugeye rig, with 8000 pounds of ballast, half outside, to ensure stability, and a Gray 4-40 motor to kick her along at a lively clip when the wind fails.

The cabin plan is unusual, giving five berths, big galley and toilet room, and excellent stowage space. At night the toilet room doors swing out against the centerboard trunk, forming two separate cabins and a toilet room half the width of the boat. The "mess room" is an innovation designed to keep the saloon clear and give the paid hand privacy for his meals and cleaning up. The motor is in a separate compartment aft.



*Sail plan of the Chesapeake Bay bugeye*

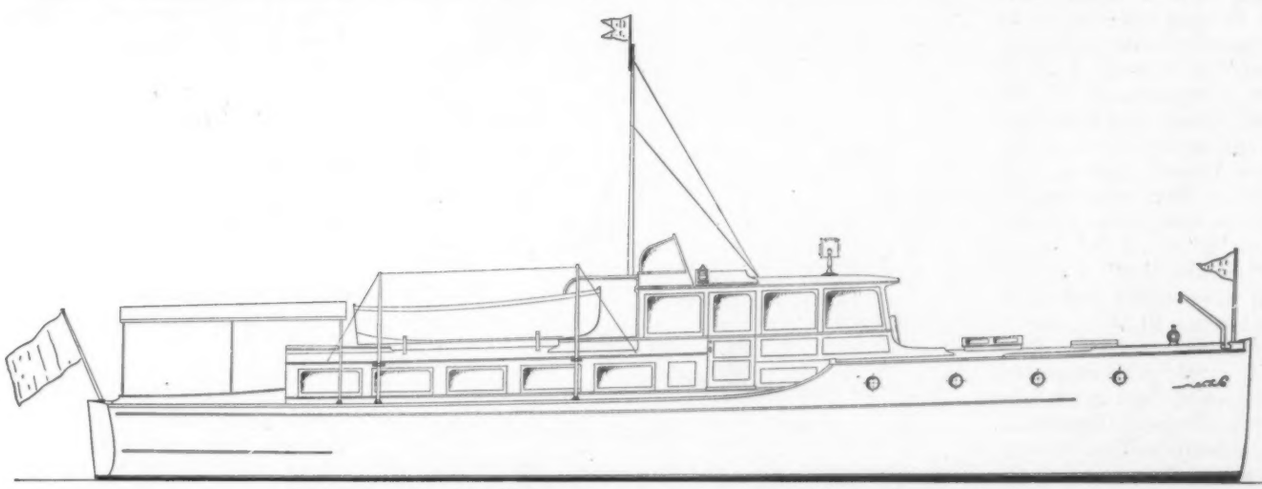



*Lines and interior accommodation plan of the 44-foot bugeye described on preceding page*

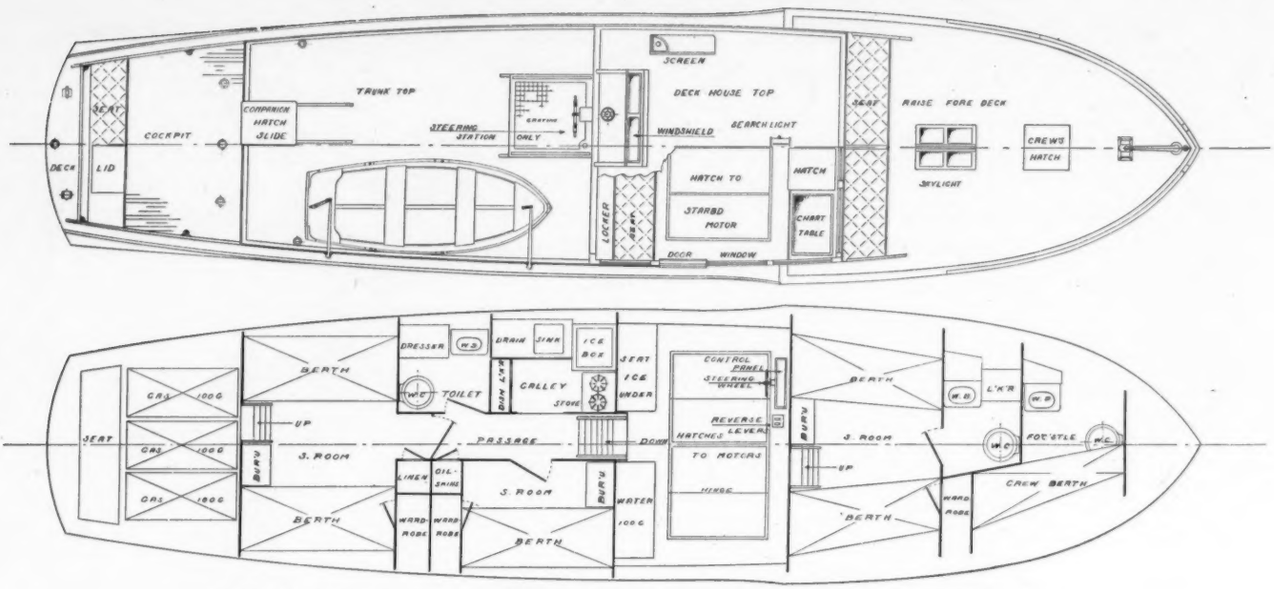
## Fifty Feet of Comfort in This Twin Screw Cruiser

ON THIS and the following page are the plans of a snappy-looking twin-screw cruiser which has not only unusual accommodations for a boat of her size, but a fine turn of speed besides. She is a 50-footer from the board of Sparkman & Stephens, naval architects of New York City, and powered with two 110 h.p. motors should do close to 18 miles an hour, while with a pair of 150 h.p. motors she will step out at a 22-mile clip.

A glance at the interior arrangement plan shows, first, a large double stateroom aft, with bureau, wardrobe, linen locker, and companion steps leading to the after cockpit. A passageway leads from this stateroom to the deck dining saloon. On the port side of the passageway are located the toilet room and galley, while opposite is a single stateroom, besides a large locker. Forward of the deckhouse is another double stateroom



*Outboard profile of the 50-foot twin screw cruiser designed by Sparkman & Stephens*




*Deck and interior accommodation plan of the 50-foot cruiser designed by Sparkman & Stephens*

with connecting toilet room, the crew's quarters, with toilet, being well in the eyes of the ship.

The dining saloon is in the deckhouse, the motor compartment being beneath.

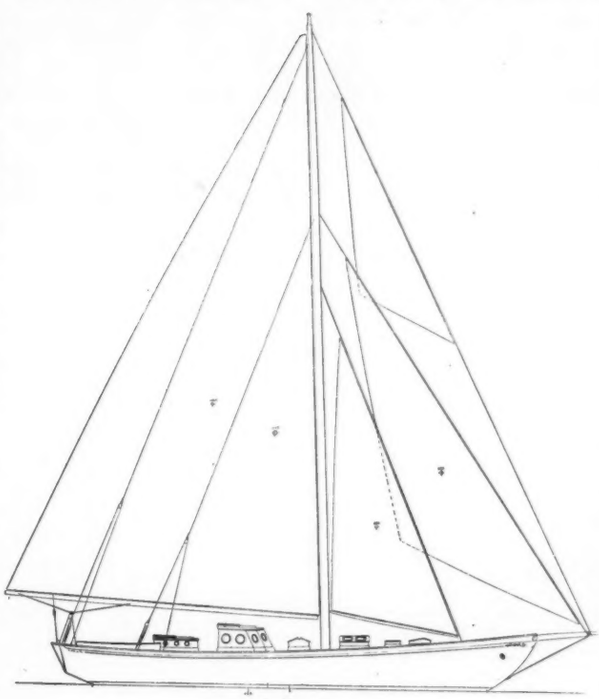
The deck arrangement has been very carefully worked out. The after cockpit is very comfortable, with seat across the stern and room for wicker lounging chairs. To overcome the possible objection of having the captain steering in the deck saloon when the latter is occupied, a steering bridge has been provided abaft the deckhouse from which the ship may be handled.

As it is practically impossible to get a forward cockpit in a boat of this size without sacrificing valuable room below, the designers have worked out a comfortable seat forward of the deckhouse, flush with the deck, which makes a fine place for the owner and guests to lounge in, and which has many of the advantages of a forward cockpit.

## A Jib-Headed Cutter for the Transatlantic Race

ON THIS and the following page we are privileged to publish the plans of a jib-headed cutter which is said to be a sure starter in the Transatlantic Race which starts from Newport on July 4th. She was designed by Paine, Belknap & Skene, the Boston naval architects who turned out the America's Cup defense candidate *Yankee*, and is being built for a Boston yachtsman of considerable ocean racing experience by George Lawley & Son Corporation, of Neponset, Mass., the specifications calling for construction to meet Lloyd's highest classification. Her principal dimensions, etc., are as follows: l.o.a. 61′ 8″; l.w.l. 50′; beam, 15′ 3″; draft, 9′ 2″; displacement, 37½ tons; sail area, three lowers, 2122 sq. ft.

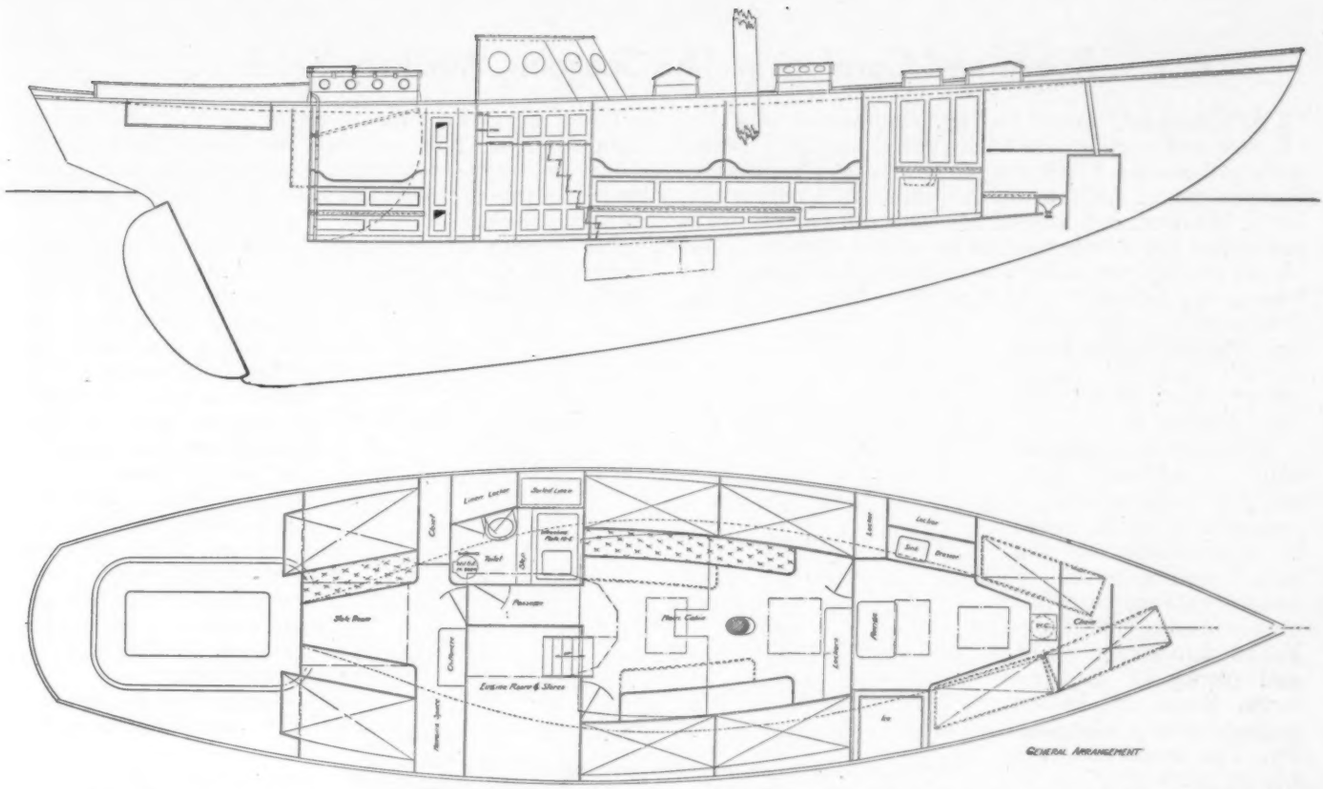
An inspection of the plans shows a fairly short-ended, flush-decked hull with nice sheer and good freeboard. The midship section is easy, with moderate reverse at the garboards. The forward sections show considerable fullness, particularly below the water line, a feature reminiscent of many of the latest racing craft. Buttock lines and water lines indicate an easy run, while the keel profile approaches a straight line from the after end to the forward end of the load water line, giving a moderately cutaway forefoot. The stern overhang appears to be rather short, a feature probably dictated by the measurement rule.



*Sail plan*

The mast is placed well aft, giving moderate length of main boom and a large fore triangle, the latter particularly valuable for setting light canvas. Neither main boom nor bowsprit extend very far outboard. The mast should be well shrouded, due to its position near the point of greatest beam, the latter being ample for a fine spread of the rigging.

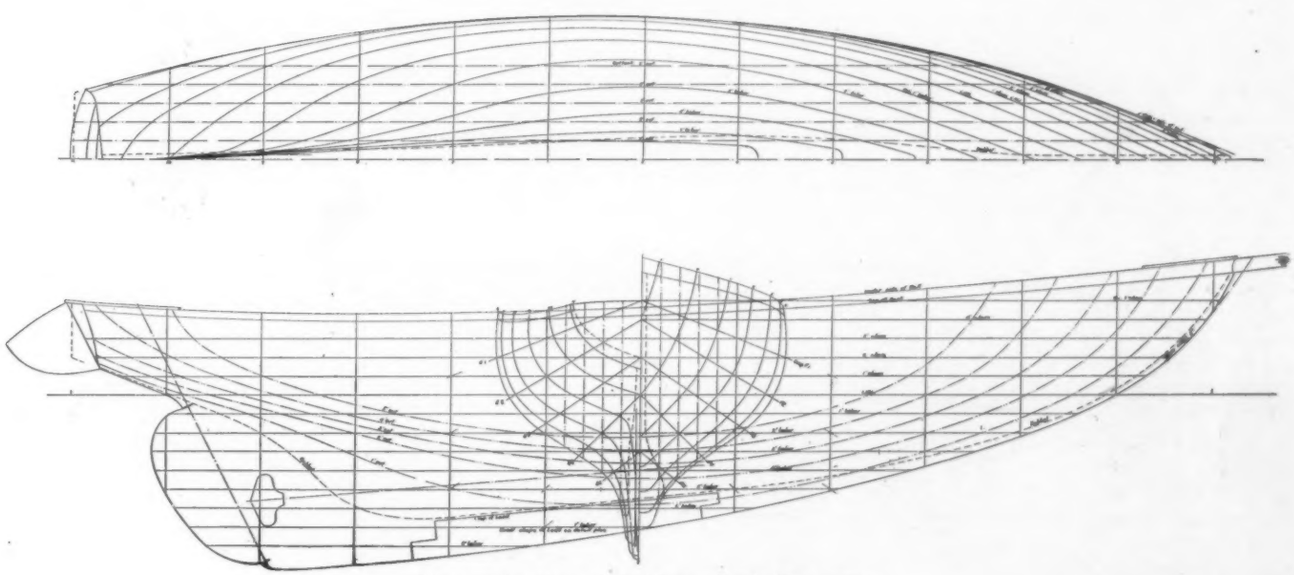
The deck and interior layouts are quite unusual, and show quite plainly that they were drawn up for other




*Inboard profile and interior accommodation plan of the cutter designed by Paine, Belknap & Skene for the Transatlantic Race*

than average requirements. Just forward of the cockpit, which is located well aft, is a small house over a double stateroom, with companion hatch and upright ladder leading to the quarters below. An improved "dog house," with forward side slanting, will be used as a shelter, under which is the top of the motor and storage compartment, passageway, and toilet room. Two skylights are placed over the main cabin, the latter containing four built-in berths and two extension transoms. Two hatches are over the galley and crew's quarters forward, the latter accommodating three men. In all, we find no less than six deck openings, and sleeping accommodations for eleven people, each in a separate berth.

The 6-cylinder reduction gear Universal motor will be in a separate compartment, which will also be used as a store room. The lazarette is available for sails. Ample water tankage space is found under the floor of the main cabin, and the toilet room is large enough to contain a bath tub, besides the usual plumbing appurtenances.

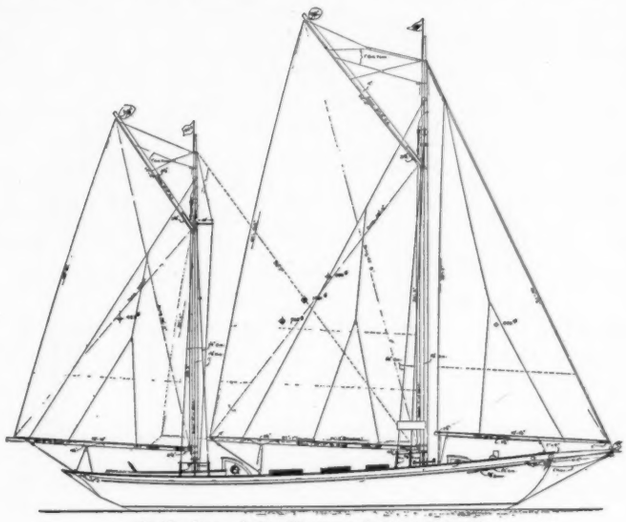


*Lines and sections of the Transatlantic Race cutter*

# Room and Comfort in This Seagoing Auxiliary Ketch

THE plans on this and the following page show a fine, able and comfortable flush-decked auxiliary cruiser with gaff-headed ketch rig, designed by Winthrop L. Warner, naval architect of Middletown, Connecticut, for T. MacDonough, also of Middletown. She was completed last fall a little too late for a trial under sail, but on an extended run under power, she stepped along at an 8-knot clip before her 40 h.p. Red Wing motor was thoroughly broken in. Her dimensions are: l.o.a. 52′ 7″; l.w.l. 40′; beam, 13′ 4″; draft, 7′ 6″; sail area, 1430 sq. ft.

This craft was designed and built solely for cruising, the owner wishing a roomy boat which would be comfortable at sea, with speed a secondary consideration. She has ample beam and freeboard, moderate ends, and plenty of displacement. Beam and ballast indicate plenty of stability. The construction is heavy, with 2¼″ x 3″ steam bent frames on 12″ centers, 1½″ yellow pine planking, heavy deck and partner beams, and 1⅞″ white pine deck with mahogany king plank, covering board, etc. All hatches and skylights are mahogany.

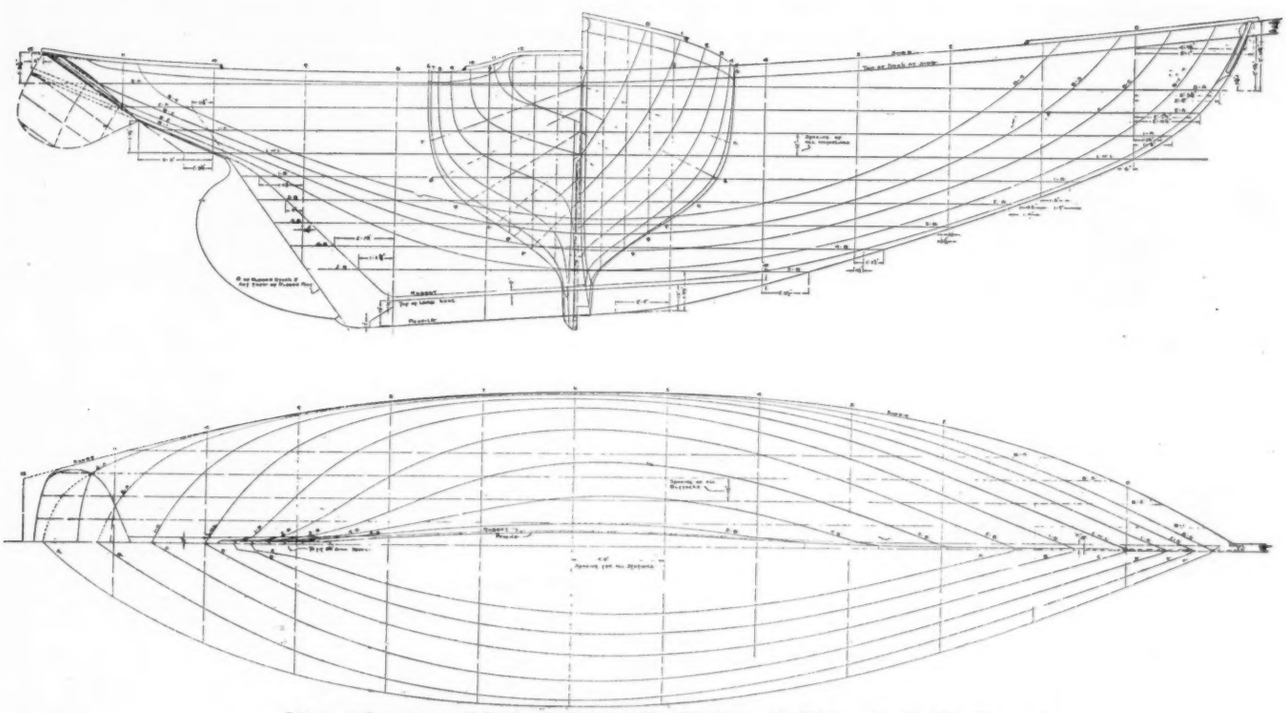


*Sail plan of the Warner-designed ketch*

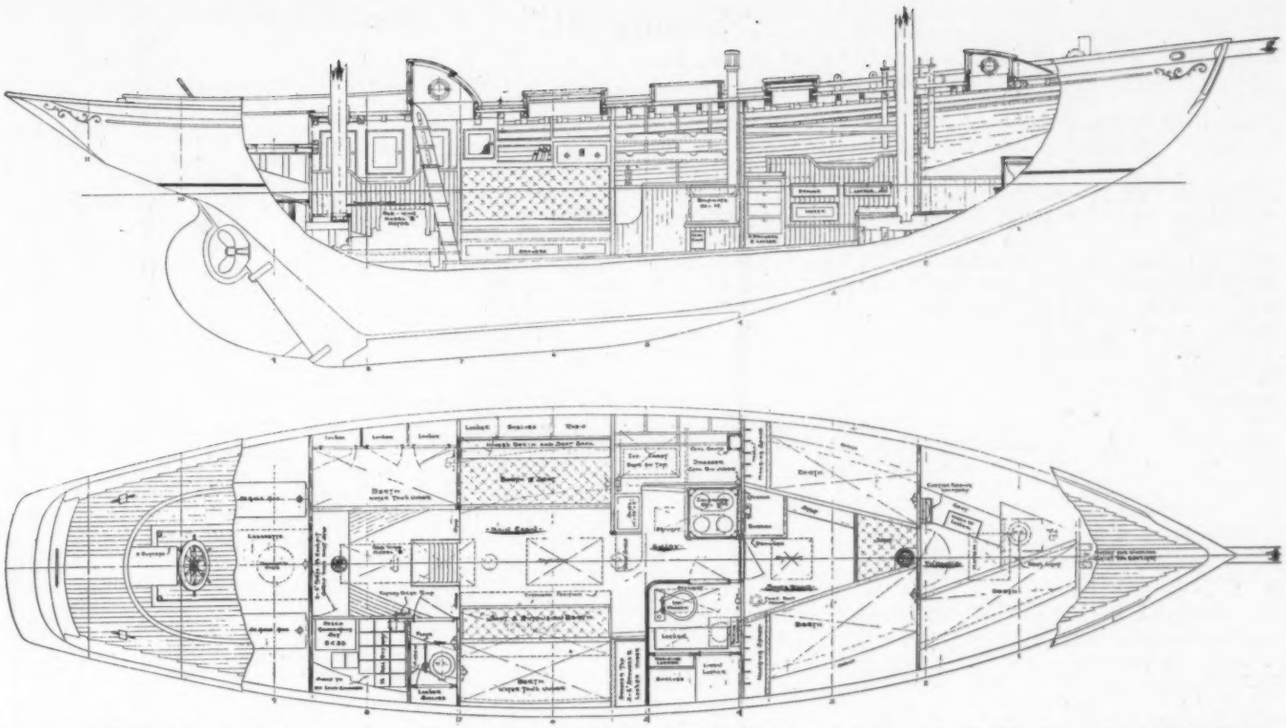
The sail plan shows a gaff-headed ketch rig, with single jib, small mainsail and large mizzen. She should sail well in strong breezes under jib and mizzen, or mainsail alone. The occasional reefing of the mainsail should be easy of accomplishment with the short main boom, all inboard, and the flush deck upon which the crew will work.

The interior layout is a bit out of the ordinary for a craft of this size and type. Abaft the forepeak is the forecastle, with berth, toilet and wash basin for a paid hand, and hatch to the deck and connecting door with the forward stateroom. This stateroom has two built-in berths with storage underneath, seat between the berths, bureau, and hanging space. Next aft, to starboard, is a fine toilet room, while opposite is the galley, with a coal stove and all the fittings. The main cabin amidships has four berths, lockers, shelves, etc.

Under the companionway steps leading to the main cabin is the motor, over which is placed a removable table. To port is a high berth with water tank under it and lockers in back. To starboard is a small toilet room, with the Delco generating set and batteries. Two 50-gallon fuel tanks are installed in the lazarette under either side of the cockpit well. Numerous hatches and skylights ensure ventilation at all times.



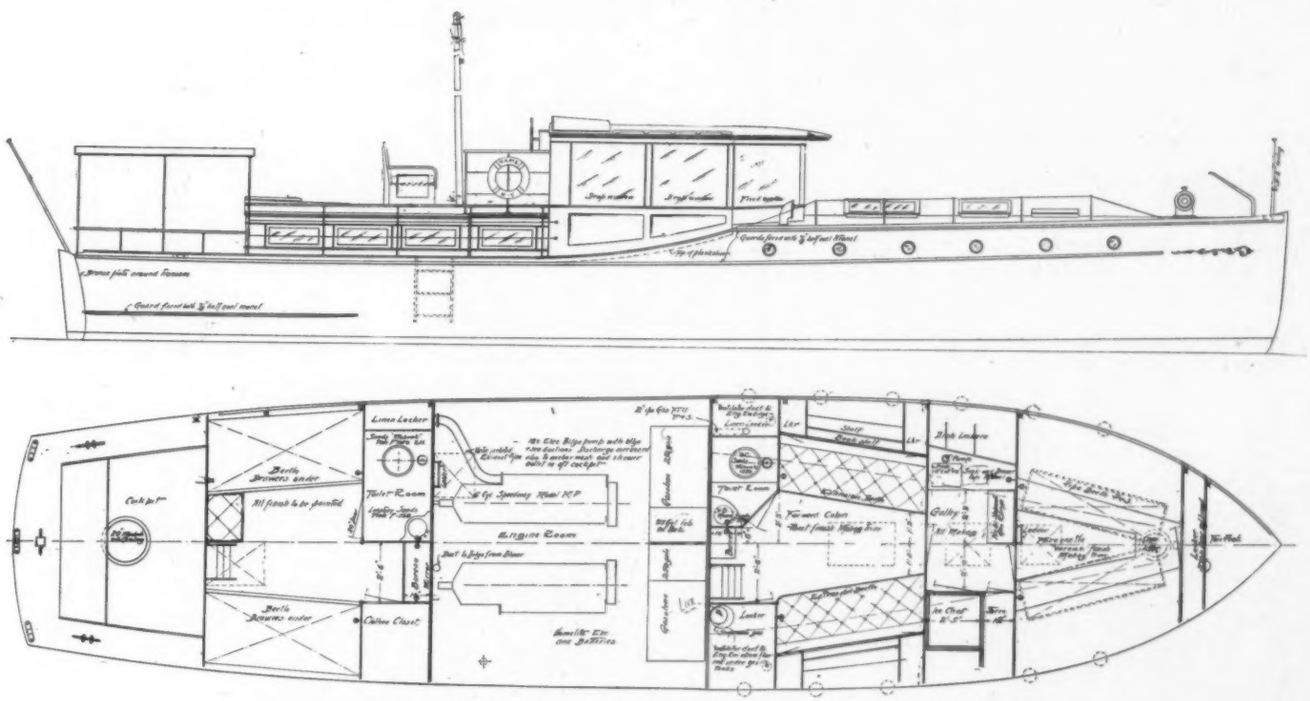
*Lines and sections of the ketch designed by Winthrop L. Warner for T. MacDonough*



*Inboard profile and interior accommodation plan of the 53-foot ketch designed by Winthrop L. Warner for T. MacDonough, and described on preceding page*

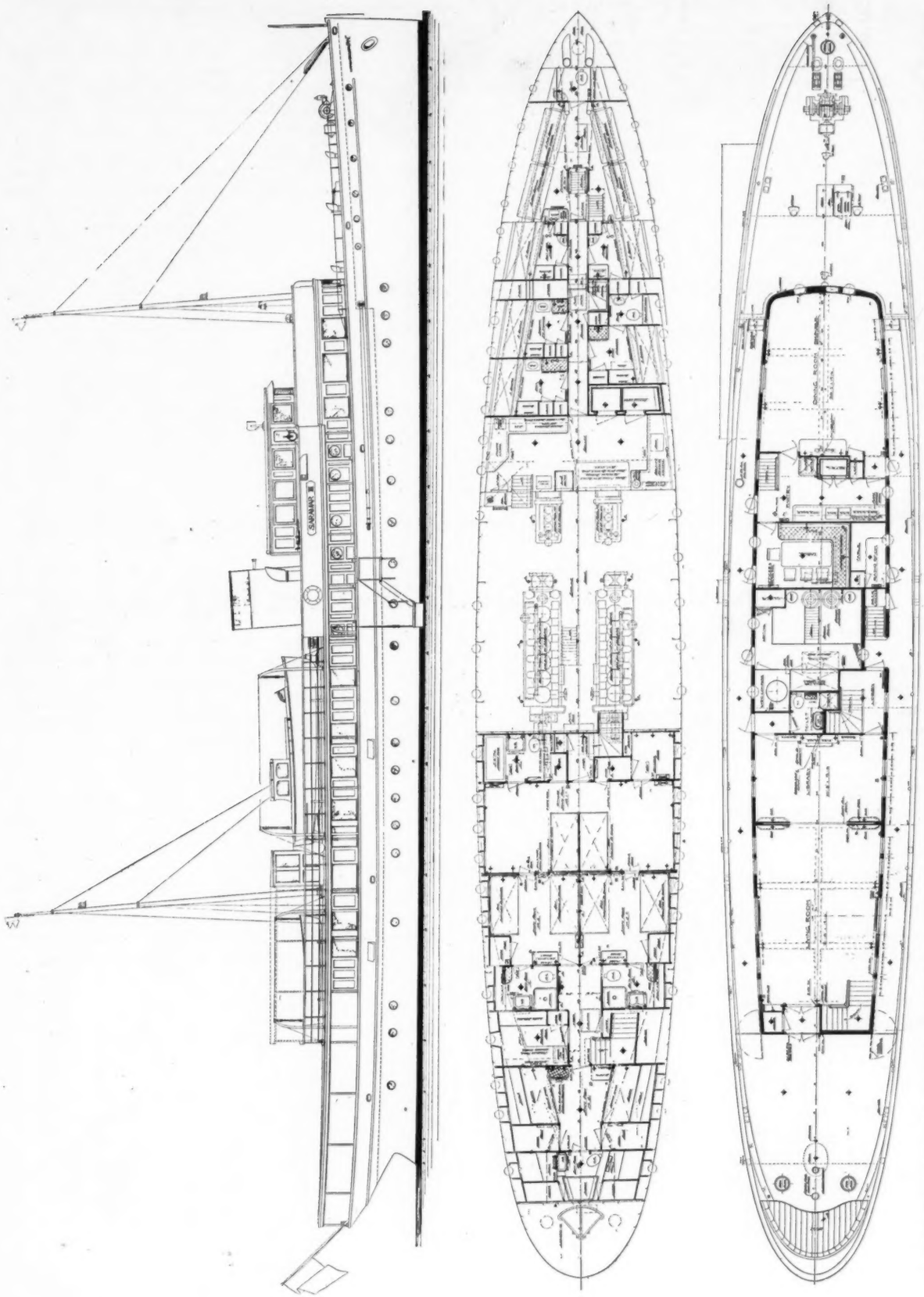
## "Novia," One of Long Island Sound's Handsomest Fast Cruisers

BELOW are the plans of *Novia*, a 54-foot fast cruiser from the board of Charles D. Mower, which was completed last spring at Nevins' Yard, City Island, for Vice-Commodore Harold Tobey, of the Larchmont Yacht Club. Besides being an unusually fine looking craft, *Novia* is the last word in fine construction and equipment, being somewhat heavier in build than the average boat of her type. She is double-planked with mahogany, with teak decks and outside trim of mahogany. Her accommodations are excellent, both above and below decks, while a pair of Speedway motors give her a speed of 18–20 miles an hour.



*Outboard profile of "Novia," designed by C. D. Mower for Vice-Commodore Harold Tobey*

# "Saramar III"



*One of the outstanding large yachts to make her appearance this summer on the Great Lakes is "Saramar III," a handsome Diesel-powered craft designed by John H. Wells, Inc., and built by the Defoe Boat and Motor Works for Charles T. Fisher, of Detroit. "Saramar" is 153 feet long and is powered with two 400 h.p. Winton Diesel motors which drive her close to 14 knots. On the boat deck are found a sun room, Captain's room and pilot house, and on the main deck a living room, dining room, library, pantry, radio room, etc. The accommodations for both owner's party and crew are excellent, and equipment is complete and up-to-date in every respect*

# Letters from Our Readers

## That Race at Lloyd's

*Dear Skipper:*

I DON'T know for sure whether that guy Loomis was kidding you or not in that letter of his in the last issue. If he was, a lotta people don't know it, and if he wasn't, I just want to make sure about it and explain a few things about that race at Lloyd's so people will get the real slant on things.

Loomis seems to think that he and his racing cutter *Hotspur* were put on the spot. No such thing. It was me and *Tidal Wave* what was whipsawed — and how! That doggone committee didn't give us no rig allowance, now did they? And every bozo knows that a ketch oughta have a rig allowance over cutters and sloops. If it hadda been big enough, we'd of beat *Duckling* and *Cynara* easy. And if they hadda given us a beam handicap, we'd of beat Poucher's *Minstrel*. Which would have made us the winner of the race, which was what I intended when Eddie Tucker and Bob Moore got up the race. They slipped a little, that's all.

It was really that crew of mine that deserves most of the credit for our fine showing. I don't know what kind of a shindy it was they attended the night before, but it sure put 'em right on edge. Jack Shethar was all steamed up and wouldn't let me alone — "Drive her, dammit — watcher boat — yer jib topsail's luffin' — Hey! We just passed a buoy, how about me mixin' up one?" And so on, until I hardly remember whether it was *Duckling* or *Grey Gull* which slipped by us in the fog. Bob Garland was a lotta help, too, but in quite another way — just sat there, moanin' low, from start to finish. As for Carl Weagant, he was the most helpful of all — just went to sleep in the lee scuppers, feet all snarled up in the jib sheet so we couldn't trim it all that day. Yes, give the crew credit for our coming in where we did.

As for alibis, I heard a lot of 'em after the race. Here are a few that I remember:

Charlie Atwater, owner of the champion *Duckling:* My 10-year-old boy sailed the first round, and we amassed a tremendous lead. My 16-year-old lad took the helm the second round, and lost half the lead. It's lucky I didn't sail *Duckling* myself.

Battling Bob Moore, *Cynara: Duckling* didn't drag a wheel, tha's why she won. They handicapped her a bit, but it wasn't quite enough for me to win. At that, I might have won anyway, if it hadn't been for Bill Atkin fouling me at the start and getting me all tangled up in *Benbow's* rigging. And my jib topsail set very badly, as it was really a six-metre boat jib, borrowed for the occasion, as *Cynara* wasn't designed for a jib topsail at all.

Dubious Dwight Poucher, *Minstrel:* The committee advertised a race for auxiliaries, then let *Duckling* race, thereby gypping the lot of us. You can't expect an old gaff-headed hooker like *Minstrel* to beat modern jib-headed sloops like *Cynara* and *Duckling*, unless they give us a rig allowance. Anyways, we won the prize for two-stickers, but of course you'd never know it by reading YACHTING, as Sam Wetherill wrote the account of the race, and he wanted *Tidal Wave* to win that prize. Anyways, I won New Bedford Race Week in 1930 and 1929. They have the right rules up there, and boats I can beat.

Kayo Wetherill, *Tidal Wave:* No kicks at all, Mates. Of course, *Wave* hadn't been hauled out since July, and the slime on her bottom made it all the slipperier, otherwise racing machines like Bill Lundgren's *Grey Gull* and Elliot Service's *Chantey* woulda licked us. The committee wanted to give us a beam allowance and a rig allowance, but I wouldn't stand for it, as that woulda put the others outa the running and spoiled the fun. We only wanted to see how we would go with other tubs, that's all. Prizes didn't interest us none at all.

*Hotspot* musta been foul to let us lick her. I'm glad the weather was light or my crew woulda mutinied, they were all shot after the night before, though personally I was feeling great. Glad they barred light sails, or we mighta beat some more of the racing machines.

Bill Lundgren, *Grey Gull:* We just took it easy and had a nice sail. No, we didn't run aground, as some suspected, just held her back so we wouldn't beat *Tidal Wave*, as we want to get a match race against that racing machine next year and show her up and win a few bets.

Elliot Service, *Chantey:* Deadeyes and lanyards are the hallmark of the real cruising boat. We were the first boat so equipped to finish, so naturally we're quite happy.

Kid Loomis, *Hotspur:* We got up early the morning of the race and fussed with the sails and rigging so much that *Hotspur* was so nervous she couldn't sail at all.

Anyways, Skipper, we all hadda good time, and would like to have another just like it next year. Seems to me that I heard somewhere as how the Cruising Club was anxious to help develop good cruising boats. Well, other things being equal, I never heard of anybody kicking about his boat going faster than some other hooker. So if races between cruising boats will give us a line on things, ain't that helping the cruising game along? If it is, then maybe the Cruising Club will run the race next year, so the self-appointed committee won't have to dig down in their jeans for the prizes.

SAM WETHERILL

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## A Defense of "Spray"

*The Editor of Yachting:*

AFTER reading the December instalment of "Adventurers All," I am moved to rise up and take violent issue with Mr. Hall's thesis that *Spray* was not so hot as a seafaring craft and that the credit for this long and very successful voyage was due 90% to Slocum and 10% to *Spray*.

To my way of thinking there are two absolutely essential qualities in a craft of this kind. *Spray* evidently had them in very high measure — it is not at all certain that any particular modern craft would have them. The first *sine qua non* is that the vessel must be self-steering under many conditions of wind and sea — she must have an inherent "Metal Mike" quality.

The monotony of tending the wheel day after day for long watches at a time would drive a solitary voyager crazy. His only hope of keeping a well-balanced mind would lie in keeping busy at a constant succession of small and necessary chores. Moreover, meals have to be prepared; rest taken; navigation worked up. Captain Slocum could not have gone 1000 miles except for this feature of his vessel. That is plainly evident all through his narrative. I am talking of sailing — not of drifting. The second requisite is that the vessel must be highly seaworthy and heavily and staunchly built.

These features usually conflict with speed and economy if carried to an extreme, as they were in *Spray*. She was of the dory type — high freeboard, bluff bows, square stern, shallow draft — a "haystack in the water," just as a dory is — but there is nothing more buoyant or safer in the small craft line on the water. Furthermore, the whole construction was rugged and when well battened down the boat looked to me to be virtually non-capsizable and non-sinkable — or at least a fairly close approximation.

John Alden calls 14 feet a generous beam for his latest 50-foot schooner — note the *Spray's* beam of 14 feet to a length of 36. There are many other points — but space is too limited for a lengthy discussion.

After all — the proof of the pudding is in the eating, and none of these modern small craft have gone 46,000 miles across all the oceans, skippered by one man.

And here I rest my case.

G. S. MUMFORD,
Hempstead, L.

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[Mr. Mumford's defense of *Spray* is his own, with which we agree only in part. We admit to being surprised to hear that *Spray* "was of the dory type — bluff bows, square stern —." The dories we have seen all had sharp entrances and narrow sterns. *Spray* had neither. Eds.]

# Corinthian Yacht Club of Philadelphia to Hold Ocean Race

FOLLOWING up its successful race to Cape May in 1927, the Corinthian Yacht Club of Philadelphia is planning for another race to Cape May in 1931, over a somewhat longer course. The following are the general conditions:

COURSE. The course will be from starting line off Montauk Point, New York, to and around Winter Quarter Shoal Lightvessel, off Chincoteague Island, Virginia, turning the lightvessel on either hand and within hailing distance, and from this point to and across the finish line, which may be crossed in either direction, off the jetties at the entrance to Cape May Harbor, Cape May, New Jersey. Distance, 345 nautical miles. Start, June 21st, 1931.

GENERAL CONDITIONS. In order to encourage the designing, building and sailing of small, seaworthy yachts, to make popular cruising upon deep water and to develop in the amateur sailor a love of true seamanship, an ocean race is scheduled for 1931 from Montauk Point, N. Y., to Cape May, N. J. In drawing the conditions of this race, the committee has borne in mind that the object of the race is primarily to furnish a test of yachts of cruising type, qualified for offshore cruising and racing. Yachts must be of a thoroughly seaworthy type, strongly built and rigged, properly ballasted, with closed cabins and watertight cockpits. For yachts in Classes A, B and C, the combined length of the fore and aft overhangs must not exceed one-third of the yacht's over all measurement and/or whose ratio of ballast to displacement is not over forty-five per centum. Yachts with glass cabin houses will not be permitted to enter unless such houses are properly protected to the satisfaction of the committee.

MANAGEMENT. The race will be under the management of the Race Committee of the Corinthian Yacht Club of Philadelphia, which shall have full power to interpret the rules and conditions governing the race, to decide protests, and to reject the entry of any yacht which in their opinion does not comply with the letter or spirit of the conditions.

CLASSES. Class A. Schooners, sloops, yawls and ketches, not over 75 feet and not under 53 feet over all length.

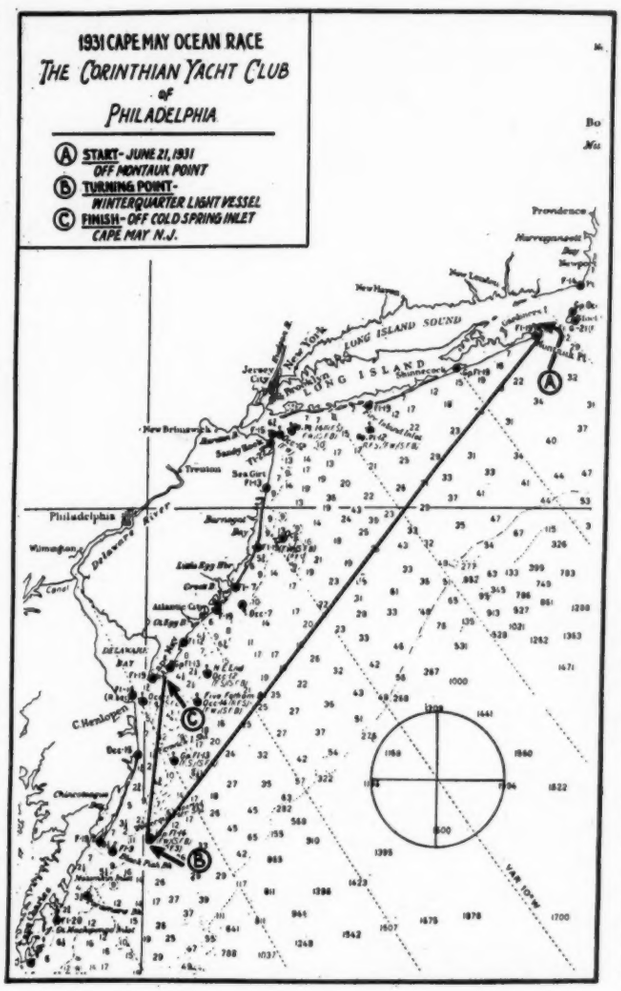
Class B. Schooners, sloops, yawls and ketches, under 53 feet and not under 35 feet over all length.

Class C. Schooners, sloops, yawls and ketches, not over 35 feet nor under 30 feet over all length.

Class D. Yachts of any rig measured under Universal Rule, not under 30 feet nor over 75 feet over all length, racing in cruising trim and whose combined length of the fore and aft overhangs exceeds one-third of the yacht's over all measurement and/or whose ratio of ballast to displacement exceeds forty-five per centum.

Measurement for classification shall be the over all measurement as measured to the nearest even foot, from the aftermost point of transom or cap rail to the intersection of the line of fore side of stem with top of main deck forward.

PRIZES. The Corinthian Yacht Club of Philadelphia Ocean Race Trophy will be awarded to the yacht making the best corrected time over the course, all yachts in Classes A, B and C racing together in one class. First prizes will be awarded in Classes A, B, C and D, and second prizes will be awarded in the event of four or more yachts starting in any class.




MEASUREMENT AND RATING. CLASSES A, B AND C

1. Yachts shall be measured in accordance with the following formula (Bermuda Rule):

$$\text{Measurement} = \frac{L \times \sqrt{S.A.}}{\sqrt{B \times D}} \times .2$$

L (Length) is to be the distance in a straight line between the points farthest forward and farthest aft at the intersection of the profile and a plane parallel to the load water line plane at a height above it of 4 per cent of the load water line length. In no case shall L be less than L.W.L.

B (Breadth) is to be the maximum beam measured outside of planking.

D (Depth) to be measured at the transverse section of greatest beam and is to be the mean of the vertical heights measured from underside of the plankshear at side to inside of planking at points distant from the center line 25 and 75 per cent of one-half of the maximum beam, plus the height of bulwark, from top of plankshear to top of cap at the same section.

S. A. (Sail Area) to be calculated in accordance with the measurement Rules (Universal) of North American Yacht Racing Union except that if a club topsail is to be carried its excess area over that of the working topsail shall be included in determining the total sail area.

2. Yachts shall be rated for time allowance at the following percentages of their measurement as above determined:

Jib-headed sloops and cutters, 100 per cent.

Gaff-headed sloops and cutters, jib-headed yawls and schooners with jib-headed main and full staysail rig between the masts, 96 per cent.

Jib-headed ketches, gaff-headed yawls, schooners with jib-headed main and gaff-headed foresail, schooners with gaff-headed main and full staysail rig between the masts, 93 per cent.

Gaff-headed schooners and ketches, 90 per cent.

CLASS D

N. A. Y. R. U. Universal Rule Cruising Trim.

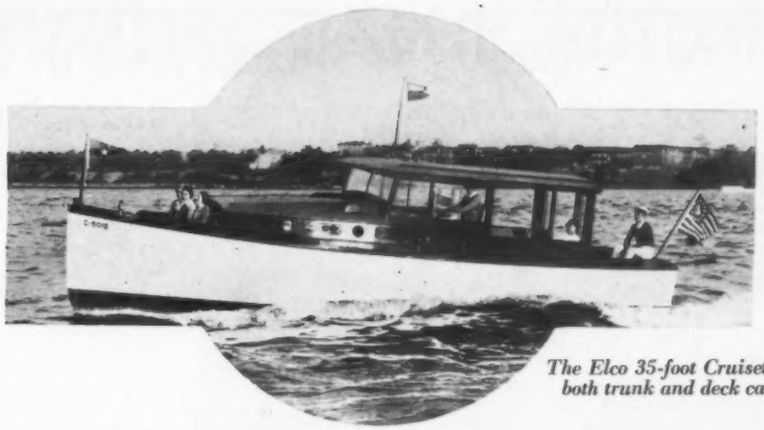
TIME ALLOWANCE

*Classes A, B, C and D*

1. The race will be sailed on time allowance calculated by the time allowance tables of the North American Yacht Racing Union for the final ratings as determined by the preceding section and for a course of 345 miles in length.

2. Additional time allowances will be granted auxiliaries in Classes A, B, and C carrying propellers in place.

ENTRIES. Entries close June 15th, and must be sent to Reuben B. Clark, Chairman, Race Committee, Corinthian Yacht Club of Philadelphia, Essington, Pa.



*The Elco 35-foot Cruisette has both trunk and deck cabins*

# A Pre-View of the 1931 MOTOR BOAT SHOW

## New Models in Elco Fleet

THE 1931 Elco Fleet will comprise eight models, of different size and designed for different requirements. This is the largest selection of highly developed specialized designs ever offered by any builder. Each is a perfect combination of hull, arrangement and power plant. No attempt is made to stretch one size of hull over several different cabin plans or a wide range of power and speed.

The 38-foot, 50-foot and 52-foot cruisers are characterized particularly by the ingenious way in which each boat is designed to make the utmost use of the space available in the hull. Careful attention to even the smallest detail is everywhere apparent. Practically all fittings and hardware are of special design. The Elco type of deckhouse construction provides the maximum light, air and visibility, and does away with any "shut-in" sensation. The use of a flush main deck with clear passages all around and plenty of seating space aft, gives the feeling and appearance of a yacht rather than a motor boat. All the larger models are powered by Elco's big 6-cylinder engines.

The Elco Cruisette, Veedette "31" and Marinette "27," so popular during 1930, are also part of the 1931 Fleet. A number of the features of these well-known models have been incorporated in the two new smaller cruisers.

These new models, the Marinette "24" and Veedette "30," embody the perfected convertible "Deck Cabin" originated in the 1930 Cruisette. By this ingenious scheme the large main compartment of the boat may be an open cockpit in fair weather, a completely enclosed cabin in bad weather or at night, or an entirely open cabin completely screened against insects.

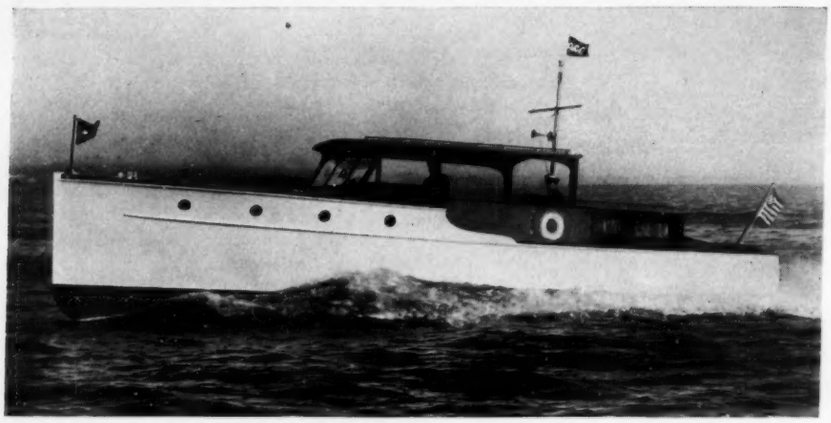
Both smaller models also have Elco "Protected Steering Seats" originated in the Veedette. This arrangement enables the owner to operate his boat in comfort and shelter, with his friends beside him and not out of range of conversation. The enclosure is designed to give full ventilation in good weather and entire protection in bad.

Both of these models have the very popular bow cockpit, which takes the form of a sunken forward deck where passengers are seated within a coaming, the cabin trunk forming a comfortable back rest with their feet supported by a sloping foot-board under the hatch. In the stern is an entirely open cockpit, making an ideal place from which to fish and swim, and convenient for boarding the boat or loafing in the sun.

The highly developed Elco Duotite construction of the Marinette "24" and Veedette "30" is of special interest. The "deadrise" V-bottom hull form gives the best possible combination of speed and seagoing qualities. It is built of mahogany, double planked, with an inter-layer of fabric bonded with marine glue. Bottom planking is double diagonal, while the topsides have a continuous vertical inner framing with the outer planking strakes laid fore and aft. This construction is tremendously strong and permanently leak proof. Caulking is eliminated, and

*A new Elco model (below) is the 24-foot deck cabin Marinette. A popular priced cruiser of ingenious design and striking appearance. Elco "Duotite" construction is used*

*The Elco trunk cabin Veedette "31" (at left). The trunk cabin 27-foot Marinette (below), the senior of the two models of this popular boat offered this year*



*The 39-foot twin screw double cabin cruiser by A. C. F. offers unusual accommodations for her size*

*The A. C. F. 30-footer (below) is a new model this year that is pleasing in appearance, comfortably arranged on deck and below, and a lively stepper*

the hull, both inside and out, presents a continuous smooth and unbroken surface. The hull is divided into five watertight compartments by double mahogany bulkheads. As an additional safety feature, tests have shown that these boats will not sink even if completely flooded.

The "Deck Cabin" arrangement practically doubles the boat's usable space, and in the 24-foot Marinette permits of full headroom, combined with smart appearance. In the Veedette "30" and Cruisette, the trunk and deck cabin arrangement supplies the solution of the double cabin problem for small cruisers. Two entirely separate sleeping compartments are provided.

All Elco models are powered with Elco marine engines of suitable sizes. The speeds obtained with smooth, quiet and dependable engine operation are remarkable. Absolute protection against fire or explosion is provided by the Elco safety system of fuel tank and line installation.

## Three New A. C. F. Cruisers

Three new and distinctive cruisers will be exhibited by the American Car and Foundry Co., of Wilmington, Del. — a 30-foot cabin cruiser, a 39-foot twin-screw cruiser and a 46-foot double-cabin cruiser. A. C. F. has incorporated speed, comfort, seaworthiness and the innumerable suggestions of yachtsmen of long experience in these cruisers, which are sold at an unusually low figure made possible by long experience in building standardized boats.

The smart 39-foot twin-screw cruisers, with comfortable accommodations for seven persons, and capable of attaining a speed of 21 m.p.h., sell from $8,995 to $10,400. An entirely new feature is the large double bed in the after cabin and the private toilet. Accessible to the four persons in the forward cabin is another toilet. The galley is compact, convenient, airy and capable of providing full course meals for twice the number of people the craft can accommodate.

The plan and profile of the boat show surprisingly wide side-decks protected by guard rails. The liberal flare allows the raised deck to be carried well forward before losing its full width, thus assuring commodious space for lounging and deck gear. The after cockpit is spacious and will accommodate a card table and four chairs.

The twin engine installation in this craft represents something new in propulsion economy, considering the high speed attainable with only 200 h.p. Single engine installations are also offered with this boat.

A. C. F.'s 46-foot double cabin cruiser is the culmination of five years of intensive study. The result is a yacht perfect in accommodation arrangement, pleasing in line, and handsomely finished. There are two large staterooms — each with its own toilet room adjoining. Between them, there is a luxurious and airy dining-and-navigating saloon. The arrangement allows absolute privacy in passing from one part of the boat to any other. The crew's quarters forward are arranged so that there is access to every working part without intrusion. An unusual feature for a boat of this size is the open deck space extending along each side of the boat throughout its full length. The after cockpit is extremely commodious. Sacrificing no room to fixed seats, it gives ample space for half a dozen luxurious wicker chairs, or it may be used to swim and fish from. This boat is equipped with two 8-cylinder 110-h.p. engines capable of driving her at 18 m.p.h. without effort or vibration, and giving superlative maneuverability.

The 30-foot cruiser should prove attractive to the yachtsman who wants a fast, comfortable craft for day use which may also be used for short cruises on occasion. This craft has both forward and after cockpits, with cabin amidships with four berths, toilet room and galley. A 6-cylinder 75 h.p. motor drives her at a good 17 miles an hour. In taste, choice of appointments, coloring, and finish, the interior of this craft is distinctive and smart. She is priced at $3,980.

## The Lawley Cruiser

"Lawley-built" is synonymous with excellence in construction and finish. Wherefore the cruiser exhibited by George Lawley & Son Corporation, of Boston, is sure to attract much favorable attention and comment. She is a 42-footer of the most modern design and equipment, with two double staterooms, each with its own toilet, space for a paid hand forward, good galley, two cockpits and semi-enclosed bridge. The power plant is a Sterling Petrel engine, though twin screw is optional, and the engine compartment is protected by a Lux remote control system. A tender is carried on top of the after cabin trunk, with a novel arrangement for lifting it aboard, consisting of a boom and falls working from the signal mast. This finely-built and finished craft is excellently adapted to either extended cruising, day cruising or fishing.

## Matthews 40th Anniversary Series

Eleven new 1931 models in 38- and 46-foot sizes with 24 varying and distinctive arrangements are offered by the Matthews Company of Port Clinton, Ohio. This 40th Anniversary Series of Matthews cruisers and power yachts is entirely new both in appearance and appointments. The builders have achieved a singular distinction in detail and contour without affecting the rugged, husky proportions of the hull and its under water design.

The new Matthews models for 1931 are larger and roomier than their predecessors.

Increased power is another feature of the series deserving of comment. The Kermath 150 h.p. Sea-Farer "L" head "Six" has been selected as standard power in all "38" Matthews, with the exception of the "38" Sport Cruiser which will standardize on the Kermath 175 h.p. Sea-Hawk valve-in-head "Six." With this additional horsepower and with the more refined underbody lines, the speeds of the "38" series have been increased several miles per hour.

Mr. Scott J. Matthews, pioneer cruiser builder, makes a new and startling announcement in offering a 38-foot Single Cabin Matthews, model "85," to sell under $6000, which will have for power the Kermath Sea-Master 85 "Six" with reduction gear. This boat will be a standard "38" with a few modifications, and will be capable of speeds of 12 to 13 miles per hour.

Both the "46" and "38" Matthews have received unusual treatment in the greatly enhanced streamline effects of the sheer, the accentuated freeboard, the bow flare and the sweeping deckhouse lines which also add to the grace and poise of the 1931 Series.

Nor have cabin interiors been neglected. The entire "38" line will have all interior furniture built in natural mahogany with waxed, hand-rubbed finish. Five distinctive color enamels specially mixed for Matthews needs will be used to decorate cabin interiors of the various models. These shades are tints and lend a pleasing and smart contrast to the dead whites customarily used in boats.

Monel metal screens for all openings will be standard equipment aboard the new Matthews. A new type of stuffing box designed and developed by Matthews will afford the owner a trouble-proof, leak-proof, highly efficient installation. Tobin bronze 1½-inch shafts are standard. Motors are now installed on leather cushions to absorb noise and to guarantee much quieter performance.

New Willis alcohol stoves with more efficient burners are standard galley equipment. Without enumerating every addition to the new series of "38's," it is plain that at least a thousand dollars has been added in extras by the builders to make this series outstanding in cruiser values. Similar additions have gone into the "46" Series. If anything, they are even more lavish in their details and refinements. The builders this year were prompted to create a wider distinction other than size alone between the 38- and 46-foot boats.

Eleven models, all told, are available in both sizes, with 25 varied arrangements to give a custom choice to the buyer.

*The 46-foot Deluxe Double Cabin Sport Yacht is the pinnacle of Matthews achievement in boat designing and building*

*The 38-foot Matthews Sport Cruiser has many features to recommend it, including a deep forward cockpit. With a Kermath Sea Hawk motor, a speed of 20 m.p.h. is attained*

## The Fleetwing "Forty"

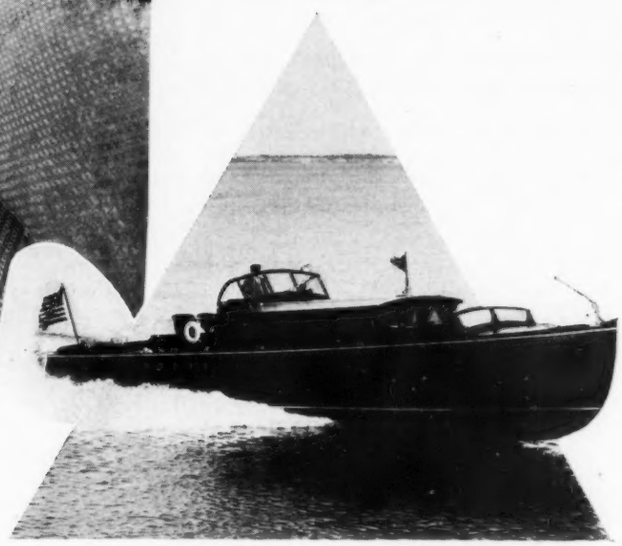
The new Fleetwing "Forty," to be shown by the Fleetwing Yacht and Shipbuilding Corporation, of New York, is the latest development of an able, comfortable, compact and fast cruiser, in which this firm specializes. She is of the enclosed bridge deck type, with both fore and after cabins, each with its own lavatory. The after cabin accommodates four quite comfortably, and the forward stateroom two people, and there is an extra berth in the engine room for a paid hand. The 'midships galley is large and well equipped, and may be completely closed off from the rest of the ship. The power plant, a Fleetwing Peerless, is rated at 175 h.p., and makes it possible for the firm to guarantee a cruising speed of 16 miles an hour, which may be bettered on occasion. All Fleetwings are fully and completely equipped with all the items necessary for comfortable cruising, fuel, china, food and linen excepted.

## Two Robinson Seagulls

The Robinson Marine Construction Company, of Benton Harbor, Michigan, builders of custom commuters and fast speed cruisers, will display on the main floor two handsome Seagull Cruisers.

One of these boats will be an entirely new Robinson Seagull speed cruiser 36 feet long, having a handsomely finished forward cabin accommodating four, a separate galley and a toilet room. She

*The cabin of the Robinson "45" custom commuter is carefully arranged, and tastefully furnished. The upholstered seats make excellent berths*



*The Robinson 45-foot Seagull single cabin commuter. A twin-screw boat, she steps along at 35 to 38 m.p.h.*

will be built throughout of natural finished mahogany and should prove one of the smartest small de luxe cruisers and fast commuters.

A feature of this model will be the twin-screw drive and the power plant of two Universal 6-cylinder 77 h.p. marine engines. This boat is heavily built and is broad of beam to insure perfect stability in rough weather. It is, according to the builders, ideally adapted to salt water use. Any desired power equipment will be furnished on order.

The other Robinson model to be on exhibition will be a double cabin 45-foot custom commuter similar in design to the thoroughly tested Seagull 1930 custom-commuter. It will have numerous refinements and additions which will provide singular advancements in design for the yachtsman seeking added speed and comfort in his 1931 commuting. This 45-footer is powered with the new valve-in-head 6-cylinder, 225-h.p. Kermath Sea-Wolfs. These new twin engines are opposed in rotation. The speeds for this Seagull model range from 35 to 36 m.p.h.

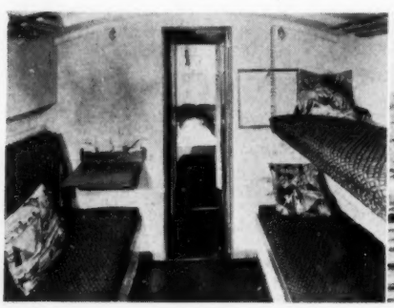
Other 1931 models which will be standard are the 39-foot Seagull Sedan Cruiser powered with a Kermath "225" Sea-Wolf; or similar equipment, and the 40-foot Seagull Speed Cruiser which is a single cabin model with forward riding cockpit and larger navy type bridge deck. Speeds of 30 to 32 m.p.h. are available with single screw engines similar in size to the "225" Kermath.

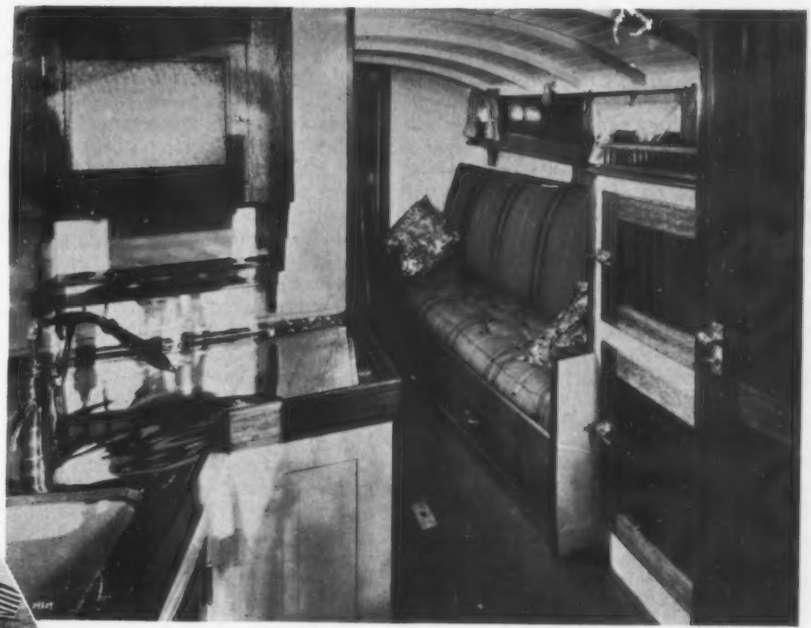
## The Marblehead Cruiser

For several years past, Staples, Johnson & Co., of Biddeford, Maine, have been building successful small power cruisers, their Marblehead and Newport models being particularly well received. Their exhibit at the Show will consist of the new and improved Marblehead Double Stateroom model, designed by Eldredge-McInnis, a 34-footer of fine appearance and improved design and construction, with fine speed and lots of real comfort in the spacious cockpit and cabins. This craft is turned out by real craftsmen, is rugged, well finished and equipped with the best of everything required on a craft of this size and type. A Universal motor is installed, though a Kermath, Buda or other motors may be installed. Due to the fine hull design and efficiency of the power plant, operating expense is remarkably low.

The cabin on this model contains a complete suite of two luxurious staterooms, with connecting wash room and excellent galley. The forward stateroom has built-in berths for two, with ample dressing room and full ventilation. Between the staterooms, and just a step from each, is the wash room. Complete privacy

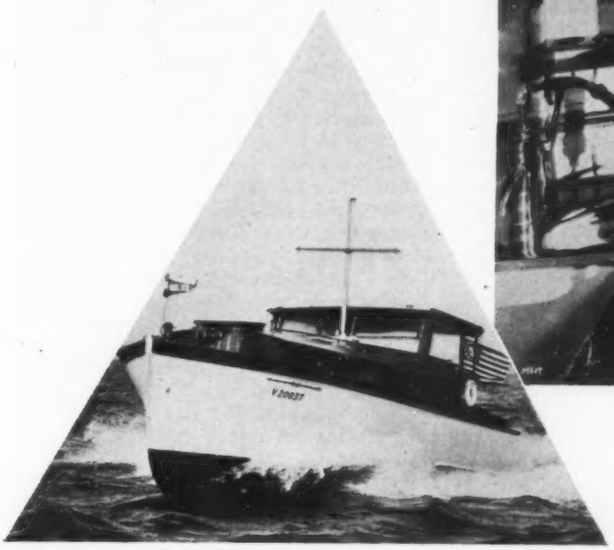
*The 1931 model 34-foot Marblehead Cruiser, with a double stateroom, designed by Eldredge-McInnis and built by Staples, Johnson & Co.*





*A glimpse of the cabin of the Wheeler 30-footer, looking forward from the companionway through the well-equipped galley*

*The new Wheeler 30-foot Standard Cruiser, powered with Chrysler Imperial reduction gear motor. Her speed is 16–18 m.p.h.*



is afforded to each stateroom by full length doors, yet they may be quickly converted into a cozy suite. The forward stateroom will be appreciated by those who may wish to retire and be undisturbed by people in other parts of the boat.

Staples, Johnson are also turning out a single cabin cruiser, and the Marblehead Guide Boat. Full details, plans and photographs of these models will be available at the Show.

## Wheeler Playmates

A comprehensive exhibit of small cruisers of the famous sea skiff model will be shown by the Wheeler Shipyard, of Brooklyn, N. Y., whose well known "Wheeler Playmates" have been favorites for several seasons past. Six different models will be on exhibition, from 22 to 40 feet in length.

The 22-foot standard sedan model will be on the mezzanine floor, and is fitted with a Chrysler Royal motor, enclosed toilet, sedan steering position, large after cockpit, speed 15 miles an hour.

On the main floor the other models will be found, including the new 30-foot standard cruiser, equipped with a Chrysler Imperial reduction gear motor and capable of a speed of 16–18 miles an hour. This craft is staunchly constructed and has high grade equipment throughout, with light and airy cabin fitted with four comfortable berths, large, well equipped galley, and toilet room. Closets and storage space are plentiful. There is a good forward cockpit besides the regular self-bailing after cockpit, the latter fully protected with windshield, solid top and side curtains. She carries 100 gallons of fuel and 40 gallons of water.

The 27-footer is a standard model with Chrysler Crown motor with reduction gear, and speed of 14 miles an hour. The cabin accommodates four, with good hanging space, galley and toilet room. Both forward and after cockpits are spacious.

The 34-footer is a standard double cabin, semi-enclosed bridge cruiser, with Chrysler Imperial motor, berths for six people, large galley forward, dressing room and toilet, large forward cockpit.

The 37-footer will be a sedan Playmate, an improvement over the 36-foot combination sedan, will sleep four, and has enclosed galley, and large toilet and clothes closets, besides built-in china and linen closets. Two disappearing Pullman type berths in the sedan compartment increase the sleeping accommodations to six. The power plant is a Sterling 150 h.p. motor, and equipment includes a 32-volt electric generating plant, electric bilge pump, electric exhaust ventilator for engine compartment, etc. The construction, finish and equipment of all Wheeler craft will be fully up to the high standard always associated with Wheeler products.

*The 1931 Richardson single cabin Cruisabout is 30 feet long, and has a most attractive and "livable" cabin*

# MOTOR BOAT SHOW

## Dawn Cruisers

The Dawn Boat Corporation, of Clason Point, New York City, will exhibit a Dawn "45" and the Dawn "48" at the New York Show. In addition to these two boats, the Dawn Boat Corporation will announce a new 60-footer, plans of which will be on view. This cruiser will be powered by either gasoline or Diesel motors, at owner's preference, and is brought out to fill the demand of owners of Dawn cruisers who desire a boat larger than the "48." While this cruiser will be built with a standard arrangement the plans will be modified to suit the individual owner. The Corporation will not vary from their strict policy of building standardized cruisers and have no thought of entering the custom-built field.

The Dawn "45," which has proved very popular, will be powered by either twin 70-100 h.p. Mystic model Lathrops, driving the boat at 14 m.p.h., or twin 8-cylinder Chryslers, with 2-1 reduction gears, driving the boat in excess of 20 m.p.h. The price will be the same.

This year's Dawn "48" shows many radical changes over last year's boat. This cruiser will be exhibited with flying bridge controls, although the boat will still be built with controls in the deckhouse for those who desire. There are also many refinements in arrangements. A shower bath with hot and cold water has been included, and the deckhouse has been converted into a dining saloon. The decks have been sound-proofed in a scientific manner so that the noise from the motors will be eliminated.

This year, also, will mark the twenty-fifth anniversary of the Dawn Boat Corporation, which has been in continuous operation at Clason Point, New York City, since 1906.

## Richardson Cruisabouts

The well known Cruisabouts built by the Richardson Boat Company and a 24-footer aptly called "Baby" Richardson will be seen at the show. The Cruisabout fleet consists of a Single-Cabin, a Double-Cabin, a Double-Cockpit and a Day Cruisabout, the first three of which will be on display. The Cruisabouts are 30 feet in length, with 9 feet beam, and 2 feet 4 inches draft. A bow cockpit will be built into the Single or Double Cabin Cruisabouts at slight extra cost. The Single-Cabin Cruisabout on display has this bow cockpit which in no way interferes with the arrangement, appearance or trim.

The Single-Cabin Cruisabout has a conventional layout of water tank, chain locker and suitcase storage under the forward deck. The forward end of the cabin has a toilet room with an extra large linen chest, medicine chest, shoe locker, lavatory and many shelves against the bulkhead. The seats and backs on the port and starboard sides of the cabin are quickly converted into upper and lower berths by raising the back of each and fastening the outer corners to the carlins. The galley is three feet deep, is located immediately ahead of the bulkhead separating the cockpit from the cabin, and has an ice box with a cold chest beneath it. A Willis two-burner, safety alcohol stove is located on a box covering the bell housing of the engine and is directly amidships.

The cockpit, 8 feet wide and ten feet long, is protected by a windshield equipped with wing-shields. There are large hatches providing access to the motor and all the controls are led to the helmsman's position on the port side of the boat. A 6-cylinder, 60 h.p. Gray engine supplies the power. This attractive cruiser is priced at $3,585.

The Double-Cabin Cruisabout has the same cabin arrangement and engine as the Single. However, about three feet of the after end of the cockpit is taken up by an after-cabin having two comfortable berths. This cruiser is priced at $4,185.

One of the two new additions to the Richardson fleet for 1931 is the Double-Cockpit Sedan Cruisabout, with large cockpits at the bow and stern. Between them is a cabin with four berths, a toilet room, galley and two fair-sized clothes lockers. A 6-cylinder 60-h.p. Gray marine motor, located under the floor of the stern cockpit and driving through a Gray "Vee" reduction gear drive, gives her a speed of 18 m.p.h. The forward cockpit is protected by a windshield and, in very stormy weather, by a canvas cover which can be quickly folded up when not in use. This Cruisabout is especially adapted for day cruising and commuting on inland lakes and rivers. She is priced at $4,185.

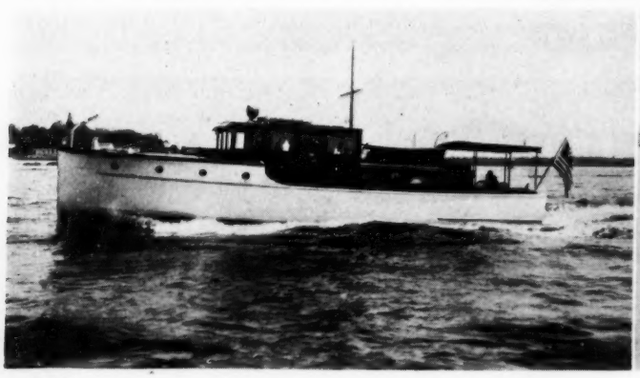
The other new model will be the Baby Richardson. It is a staunchly built, beautifully finished, delightfully proportioned 24-footer with an 8-foot beam. Like her sister ships, the Baby is a trunk cabin boat with water tank and chain locker beneath the forward deck.

## A Snappy Sailing Craft

That contingent of showgoers which is interested in sailing craft is sure to be attracted to the fine little Sound Junior Class Marconi-rigged sloop which will be exhibited on the main floor by the designers, Sparkman & Stephens. This is a tried

*One of the sail boats at the Show will be this Junior Class racer, 21½ feet in length, exhibited and designed by Sparkman & Stephens*

*Below, at left, is the new Dawn 45-footer, with enclosed deckhouse, and at right is the 48-footer, which this year shows many radical changes*



and proven boat, adopted officially by the Junior Yacht Racing Association of Long Island Sound, seventeen of them having been built and used the past two seasons. The one to be exhibited was built by the Kretzer Boat Works, City Island, N. Y., and is of the following dimensions: l.o.a. 21′ 6″; l.w.l. 15′; beam, 5′ 10″; draft, 3′ 6″; sail area, 230 sq. ft. She is a trim, fast, able little sloop, well built and finished, mahogany trim and bronze fittings, and is unsinkable, due to having watertight bulkheads fore and aft. It would be hard to improve on these craft as a one-design class for the younger element, who delight in their appearance, speed and ease of handling, and they are plenty comfortable enough to provide fine afternoon sailing for seniors.

Sparkman & Stephens will also occupy a booth on the third floor, where, as designers and yacht brokers, they will have on display plans, photographs and specifications of many craft of all descriptions which they have designed or which they are offering for sale.

## Luders Commuter and Red Wing

The Luders Marine Construction Company will exhibit one of their famous 45-foot Luderships of the commuting type. This is the model equipped with a pair of Sterling Petrel engines which drive her at a top cruising speed of approximately 27 miles per hour.

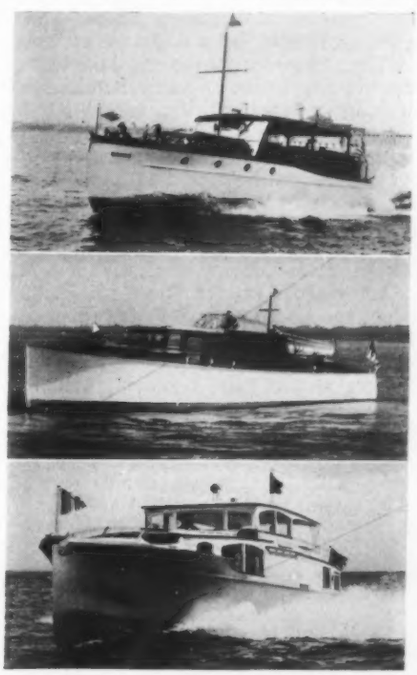
This smart commuter-cruiser is an outstanding piece of workmanship of the semi-"V" model which, together with its streamline effect, has been a feature of the faster boats of this company. In actual trials these cruisers have proved splendid sea boats. The construction is of the very highest grade. She is double planked, and all joiner work is of mahogany.

The forward cabin provides ample accommodation for two or three people. The crew's quarters for two are so commodious that they may be used by owners who keep a man only to take care of the boat at moorings. Thus a cruising party of five may be accommodated. A large galley, enclosed bridge, after fishing-cockpit and forward observation cockpit complete the very attractive arrangement of this craft.

The Luders Company will again show one of their 16-foot Red Wing sailboats which, in past shows, have been so popular. The Red Wing sloops have been designed primarily for youngsters whose parents want them to learn the art of sailing in well-built, non-capsizable and non-sinkable craft.

## Skiboards and Aquaplanes

The Skiboard Corporation, of Brooklyn, N. Y., will exhibit their complete line of interesting and attractive water sports equipment. Their display will be made up of Skiboards, Akwa Skees and aquaplanes, selling in a price range adapted to all purses.



*At the right may be seen the 36-foot double cabin cruiser of the Whitney Woodcraft Corp., the new and snappy Huckins "48," and (bottom) the attractive Luders 45-foot commuter, with a speed of 27 m.p.h.*

*Below are two new Dee Wite models of the cruiser type. At the left is the 32-foot double cabin boat, and at right the little 24-foot raised deck cruiser, V-bottom type*

## Dee Wite Boats and Lodge Motors

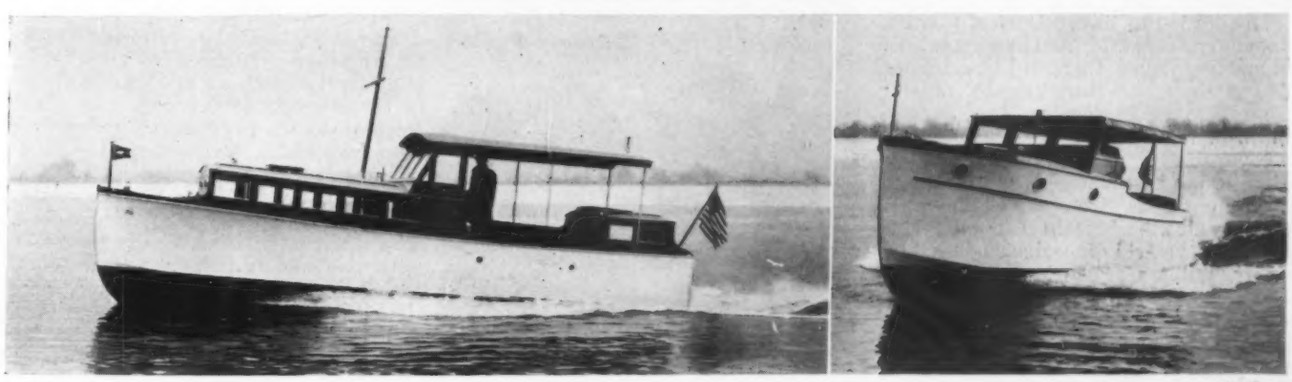
The well-known and popular line of Dee Wite boats will be seen at the Motor Boat Show in greater numbers than ever before. This year, Dee Wite has added small cruisers to its line of fast, seaworthy runabouts, and the exhibit will consist of no less than five runabouts and two smart cruisers that are sure to attract a lot of attention. The new cruisers shown will be a 32-foot double cabin boat, and a 24-foot raised deck type of small cruiser. Among the runabouts shown will be the famous 22-footer, cut away to show the rugged construction.

Recently incorporated as a separate company, Dee Wite has acquired the extensive buildings and equipment previously used by the Dwight Lumber Company in the production of Dee Wite boats. Under this new arrangement Dee Wite still enjoys the favorable purchasing power of the Dwight Lumber Company, which means an ample supply of fine hard woods on hand at all times. Production for 1931 is now in full swing on the complete line of moderately priced runabouts and cruisers, water-tested and thoroughly proven.

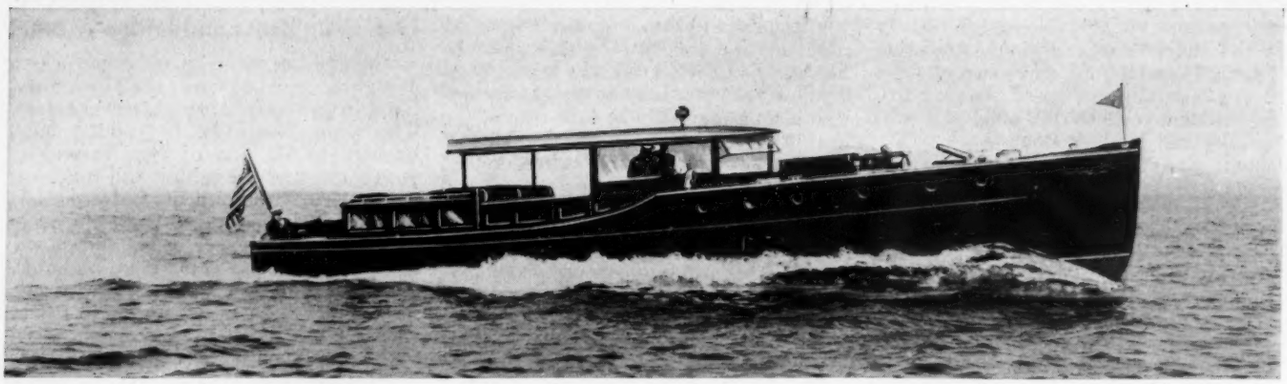
In connection with their production of boats, Joseph B. Lodge, head of Dee Wite, and for years a well known figure in boating circles, announces the formation of Lodge Motors, Inc., and a complete line of the company's motors will be introduced at the New York Show. The line of Lodge Motors consists of eight models. There are three eight-cylinder motors, ranging in horsepower from 100 to 150. These are high speed motors turning from 3200 to 3400 r.p.m. The "Six" is rated at 75 h.p. at 3000 revs., and the four-cylinder models come in two sizes, 50 h.p. and 40 h.p., at 2600 and 2200 r.p.m. respectively.

Lodge Motors, Inc., have developed an entirely new type of reverse gear, with no gear bands to adjust and no forward clutch adjustments.

Dee Wite's 5000-mile endurance run was the opening gun in the company's selling plan for the year. It introduced the 22-foot runabouts and definitely established their remarkable seaworthiness and reliability. The two boats making this remarkable run were powered with Lodge 135 h.p. eight-cylinder motors.



# MOTOR BOAT SHOW



## Consolidated Cruiser and Speedway Engines

The Consolidated Shipbuilding Corporation, of Morris Heights, New York City, will exhibit a new 50-foot cruiser which should invite the interest of yachtsmen desiring a craft of the highest quality. Consolidated boats have always been notable for their fine quality and distinctiveness, and this new cruiser will fully measure up to the standards of this well-known concern.

The design of the boat indicates that Consolidated is following the popular trend toward double cabin boats. The new cruiser will have practically all the features of the 55-foot cruiser exhibited last year. She will be mahogany-planked and will follow the lines of the express cruiser type with a semi-enclosed bridge deck amidships and open cockpit aft. Below decks one finds an attractive forward cabin, with adjoining toilet room, and a spacious galley between this cabin and the crew's quarters forward. The engine room will be located amidships between watertight bulkheads. A 6-cylinder, 180-h.p. Speedway engine will drive her at an estimated cruising speed of 20 m.p.h. In this compartment will be located two copper fuel tanks with a total capacity of 300 gallons, an independent Kohler generator, and other auxiliary equipment. The after stateroom is unusually attractive and complete, with a wardrobe, dresser, shower and toilet room. The interior will be done in a paint finish, with mahogany trim, in keeping with the latest ideas in yacht decoration and suited to a yacht of this quality.

In addition to this product of Consolidated's craftsmanship and long experience in building yachts, there will be exhibited five of their Speedway engines, ranging from 25 to 300 horsepower. Incorporated in all of these models are the latest developments in marine engine design. Built of the best materials and machined with finest tools, Speedway engines have earned and will maintain their good reputation in the field of marine engines.

Mr. William J. Parslow, President of the Consolidated Shipbuilding Corporation, will be in charge of the exhibits and will be assisted by a competent sales staff.

*The 50-foot Consolidated Cruiser is something entirely new. She is a double cabin boat, and an all-mahogany job*

## Cape Cod Boats

If you want a small sailboat, small power boat — with motor either inboard or outboard — or a skiff or a rowboat, you will find a fine variety of these types in the exhibits of the Cape Cod Shipbuilding Corporation, of Wareham, Mass., whose small craft have been a feature of many previous Shows and have stood the test of time in the hands of many hundreds of users in various localities.

In the sailing line, the exhibit will include the 18-foot Baby Knockabout, 15-foot Junior Sailboat, and 14-foot Decked Sailboat, all of which have proved their merit many times.

In power driven craft, there will be the following: 20-foot runabout, with Niagara motor, electric starter, speed 15 miles an hour; the Speedcom, 16-footer with Van Blerck 35 h.p. motor, speed 30 miles an hour; the old reliable Dory Launch, with Palmer motor, safe, seagoing, with fair speed; a 15-foot Seagoing Runabout with Palmer motor, for the people who prefer a small inboard motor to an outboard motored craft.

In outboards, there will be the 15-foot Seagoing Outboard; the Eureka, a 14-footer, for a big crowd with fair speed; and the 12-foot Fiddler, for fishing on ponds, etc. There will also be a complete line of Cape Cod rowboats 10, 12 and 14 feet long, seating from 3 to 7 people.

The latest addition to the Cape Cod line is an attractive little auxiliary sloop, 26 feet long and 8 feet 6 inches beam, drawing only 2 feet 6 inches of water without her centerboard. She has a fine self-bailing cockpit and nice cabin with bunks and fittings for two people. Equipped with a Palmer 4-cylinder Little Huskie motor with electric starter and generator, she does a good 6 miles an hour under power, is a good sailer, and should make a seaworthy, comfortable, safe little craft for two people to cruise in or for several people to enjoy afternoon sailing.

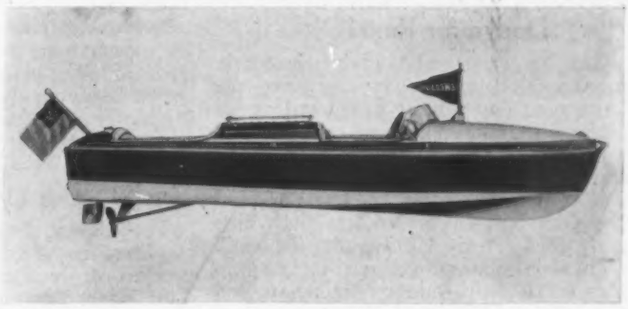
*The latest boat from the Cape Cod Shipbuilding plant is this little 26-foot auxiliary, with a 4-cylinder Palmer motor*

## 1931 Whitneyachts

The Whitney Woodcraft Corporation, of East Hartford, Conn., will have on display one of their new 36-foot Whitneyachts embodying all of the latest features in cruiser design and equipment. Built heavily and designed along the lines of the most seaworthy cruisers, this sturdy craft is capable of turning out speeds of from 12 to 20 m.p.h., depending on the power plant selected by the buyer. These yachts are handsomely finished and nothing has been omitted which makes for comfort and usefulness.

Forward is located a comfortable cockpit with seats for three. The main cabin, with two permanent and two pullman berths, accommodates four people. Abaft this are located the spacious galley with its monel metal fittings and the neat, white enameled toilet room fitted with Sand's fixtures. The motor is neatly tucked away under the ample bridge deck. The after cabin is unusually complete, with two comfortable berths, a toilet, and full-length clothes lockers. A large double bed in the after cabin is optional, as is the after cabin. Single cabin models of Whitneyachts are available if desired.

# MOTOR BOAT SHOW



*The latest Brooks outboard boat, the Champion Senior (left). Right, the Mullins 15½-foot all-metal Sea Eagle, inboard-powered*

## Penn Yan Craft

Penn Yan craft, built by the Penn Yan Boat Co., Inc., of Penn Yan, N. Y., are already so well known to the boating public that a detailed description of the numerous models seems unnecessary. Suffice it to say that the line includes row boats, tenders, canoes, sailing dinghies, outboard boats and power boats. Practically all models, improved in various details, will be continued during the coming season, while at least three new models will be well worth the attention of showgoers.

The first is a sailing dinghy originally designed by Uffa Fox, and developed further by the Penn Yan Co. She is 14 feet long and 5 feet beam, and carries 125 feet of sail. This craft is said to provide a new thrill in sailing.

Then there is a 17½-footer with Gray motor and Gray Vee-drive, a thoroughly tested and proved outfit, of sealite construction, with brass fittings and forward drive.

The third new offering is a 17½-foot day cruiser for use with an outboard motor. With beam of 5 feet and planing effect usually found only in racing boats, this remarkable midget cruiser has a cabin big enough to sleep two people, stove and toilet, after cockpit big enough for three people, and separate motor compartment — surely one of the smallest complete little cruisers ever offered the public, and one which is sure to strike the fancy of all who see it.

## Seawood Motor Craft

A most interesting line of boats will be offered by the Seawood Corporation whose plant and yacht basin is now located at South River, New Jersey, and whose sales office is maintained at 1819 Broadway, New York City. Four models, ranging in price from $1,495 to $5,795, will be available for various purposes and purses.

The 28-foot Fleetship, following streamline design, is a unique type of cruiser. In addition to ample accommodations for five persons, including comfortable berths, spacious galley, and large toilet room, an unusually roomy cockpit shows that a large amount of thought has been given in arranging this compact cruiser. Powered by an 85-h.p. motor, the Fleetship will turn in speeds of 18 to 20 m.p.h.

For those who want a seaworthy cruiser in the 30-foot class, Seawood offers the 32-foot Master Cruiser, powered with an 85-h.p. motor which drives her at speeds of 12 to 14 m.p.h.

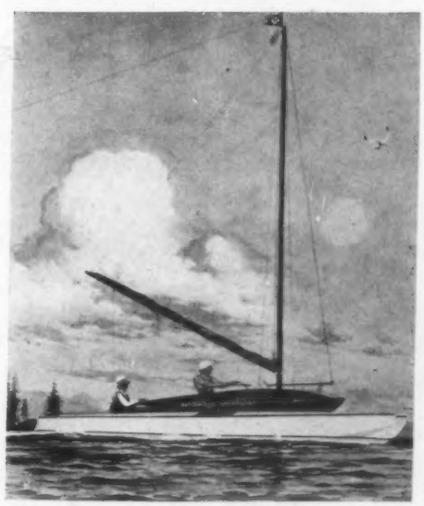
The 24-foot Sunshine Junior Cruiser is a craft that will appeal to the man or family who is forsaking the runabout for a small cabin cruiser and desires economy of maintenance and operation.

The Seawood Scout is a unique 20-foot runabout which may be converted into a cabin cruiser capable of accommodating two people in comfort. It is built of the finest selected materials and shows the most thorough workmanship, evident in all Seawood Boats.

## All-Metal Motor Boats

The Mullins Manufacturing Corporation, world's largest metal stampers and for long manufacturers of outboard hulls and steel rowboats, will introduce a new metal motorboat at the Motor Boat Show. Powered by Lycoming, designed by de Stahknoffsky, christened the Sea Eagle, this trim metal craft promises to set entirely new standards in appearance, performance and price.

*A unique water craft is the Hampton Sportboat. Of the catamaran type, she utilizes three types of power — hand, sail, and motor*



The unusually smart lines of the Sea Eagle are made possible by the steel pressing process. Metal has also made possible mass production savings which are reflected in the fact that the Sea Eagle price will be no more than that for which a good outboard and hull can now be purchased.

The Mullins' Sea Eagle is an all-metal 15½ footer, of five-passenger capacity, life boat construction, puncture proof, indestructible, unsinkable, seaworthy and dry. It is powered with a 40 h.p. Lycoming motor which drives her at 30 m.p.h.

## For the Windjammer

Members of the sailing fraternity who visit the Show will get a pleasant thrill when they run across the handsome little Dauntless 21-foot one-design boat — a modern Marconi-rigged sloop of the highest class in every respect. This snappy little craft will be exhibited by the Dauntless Shipyard, of Essex, Connecticut, who enjoy an enviable reputation for turning out high grade boats. She is a rakish, sweet-lined and finely constructed boat of the following dimensions: l.o.a. 21′; l.w.l. 12′ 9″; beam, 4′ 6″; draft, 3′ 6″; sail area, 114 sq. ft. Planking is of cedar, fastenings of copper, trim of mahogany. She is nonsinkable, with copper air tanks, while the rigging is of airplane wire and sails are by Burrows. The complete boat weighs only 770 pounds, and this feature, combined with a detachable keel, makes hauling, shipping or storing a simple matter.

## Brooks Knock Down Boats

Those who have a flair for "building their own" will be interested in the exhibit of the Brooks Boat Co., of Saginaw, Michigan, for many years builders of boats in "knock down" form. Three models — one of outboard runabout type and the others of outboard racing type — will be shown, any one of which may easily be constructed by the amateur with little or no experience in boat building.

The Champion Senior is an outboard racing hull 13 feet 3 inches long, designed for use with Class C, D, E or F motors, and has shown a speed of 48 miles an hour with a 4-cylinder 32 h.p. outboard motor.

The Champion Junior is a 10 foot 6 inch outboard racing hull, and the Royal Runabout is a 16-footer with considerable flare and high freeboard.

# MOTOR BOAT SHOW

## Dodge for Runabouts

The showgoer who is interested in runabouts of any size, type or price will be sure to find a craft which strikes his fancy at the comprehensive, complete and attractive exhibit of Dodge craft to be shown by the Horace E. Dodge Boat and Plane Corporation, of New York and Newport News, Va. No less than nine craft will be on display. Eight of them will be models which proved decisively popular in 1930, with minor refinements and changes producing even greater structural strength than formerly, and somewhat better speed. The high standards of design, materials, construction and equipment always associated with Dodge boats will, of course, be self-evident in the 1931 models.

The new Dodge runabout is 25 feet 6 inches long, capable of seating nine people in comfort, and will be powered with a 12-cylinder, 300 h.p. Lycoming motor. This new model has already passed successfully through the most rigid testing at the big Dodge plant at Newport News, and over the government measured mile in Hampton Roads established an average speed of better than 47 miles an hour. The keel is a single stick of finest white oak, and, as in all other Dodge boats, the planking is African mahogany. The forward cockpit seats seven, and the after cockpit two people, both being protected by V-type folding windshields of shatterproof glass. All deck fittings are of solid nickel silver, and the equipment throughout is complete and luxurious.

The other eight boats in this exhibit are as follows:

16-foot runabout with 40 h.p. Lycoming motor, seating capacity for five people, and speed of 30 miles an hour.

21-foot runabout with 125 h.p. Lycoming motor, seating capacity for six people and speed of 35 miles an hour.

25-foot runabout with 125 h.p. Lycoming motor, seats eight people, speed 32 miles an hour.

25-foot runabout with 165 h.p. Lycoming motor, seats eight persons and will do 38 miles an hour.

25-foot sedan runabout with 165 h.p. Lycoming motor, seating capacity of eight persons, speed 34 miles an hour.

28-foot runabout with 165 h.p. Lycoming motor, seats twelve people, and will do 32 miles an hour.

28-foot runabout with 300 h.p. Lycoming motor, seats twelve, and has a speed of 45 miles an hour.

## Sea Lyons Roar

The highest type of runabout is exemplified in the exhibit of Sea Lyons, the product of Howard W. Lyon, Inc., of New York. The models for 1931 are developments of the successful 1930 fleet, the improvements including changed hull lines to ensure better riding qualities, improved hardware and fittings, and more speed, the latter resulting from improvements in power plants. Three hull lengths — 24, 28, and 30 feet — are equipped with different motors, resulting in six different models. All models may be equipped with landau or sedan tops at moderate extra charge. The Sea Lyons for 1931 are as follows:

Sea Lyon "30" — 24′ by 6′ 2″, 80 h.p. Chrysler motor, speed 30 miles.

Sea Lyon "35" — 24-footer, 120 h.p. Chrysler Imperial motor, speed 35 miles.

Sea Lyon "40" — 28′ by 6′ 7″, 200 h.p. Scripps motor, speed 40 miles.

Sea Lyon "40" — 28-footer, 225 h.p. Kermath motor, speed 45 miles.

Sea Lyon "45" — 30′ by 7′, 225 h.p. Sterling Petrel motor, speed 45 miles an hour.

Sea Lyon "46" — 30-footer, painted instead of natural finish, Sterling Petrel motor, speed 45 miles.

*The new Dodge 25-foot special runabout. A 300 h.p. Lycoming engine drives her 47 m.p.h.*

## New Series of Hackercraft

The Hacker Boat Company announce a complete new series of Hackercraft boats — new in size, design, power, speed, and use— which will be additions to their present series of 24-, 26- and 30-foot genuine mahogany runabouts, and the 38-foot twin screw 42-mile-an-hour cruiser-commuter.

These new boats include a 22½-foot

*The new 35-foot Hackercraft Cruiser-Commuter running at 32 m.p.h.*

*One of the six new Sea Lyon models that range from 24 to 30 feet in length, with 30 to 45 miles speed*

runabout, a 28-foot special sedan runabout and a new 35-foot twin powered commuting cruiser that will have tested speeds of 32 miles per hour.

The 22½-foot Hackercraft is an eight passenger model powered with a Chrysler Crown Engine to give 30 m.p.h. Noteworthy features of this model are its low price, deep freeboard, and large cockpits.

The 24-footer will have several modified

*This 24-foot Hackercraft carries ten persons and steps along at 35 m.p.h.*

improvements in underbottom design, but will remain essentially the same.

The 26-foot Hackercraft is still one of the most popular of the Hacker series. Powered with the 225-h.p. Kermath it will offer speeds in excess of 43 m.p.h. There are few changes in hull treatment or fittings, but the chief appeal of this model lies in its refined copper riveted underbottom.

The 28-foot model has been developed as an exclusive sedan runabout and the hull has been specially designed to take this added weight without becoming unbalanced, thus insuring more speed and better maneuverability. This model will have the Kermath "225" as standard power and guaranteed speeds of 41 miles.

The 30-foot Hackercraft is not changed in any essential design but will offer the advantages to the owner of a time-tried hull. It is handsomely finished, smartly upholstered and has the distinction of being a very excellent sea boat due to its size and buoyancy. This Hacker model is also standard equipped with the "225" Kermath giving speeds of 38 to 40 m.p.h.

The 35-foot commuter-cruiser, like all other Hackercraft, is built throughout of solid Honduras mahogany with double planked bottom and is upholstered both in leather and fine tapestry cloth. It is similar in design to the well-known 38-foot Hackercraft commuter. Twin-screw Chrysler Imperials drive her 32 m.p.h.

The last model to round out the 1931 series is the 38-foot cruiser-commuter.

*A 22½-foot Dart runabout powered with a 125 h.p. Chrysler. She slips along at 35 m.p.h.*

## Dart Runabouts

Dart Boats, Inc., of Toledo, Ohio, will exhibit four models of their extensive line of both open and closed runabouts for 1931. The complete Dart list is as follows:

Open 18½-footer, two cockpits seating six, 75 h.p. Chrysler Crown motor, speed 33 miles an hour.

Open 22½-footer, three cockpits seating nine, 27-mile speed with 75 h.p. Chrysler Crown motor.

Open 22½-footer with 82 h.p. Chrysler Crown motor, speed 30 miles an hour.

Open 22½-footer, 125 h.p. Chrysler Imperial motor, speed 35 miles an hour.

Open 26-footer, three cockpits seating ten, speed 32 miles an hour with Chrysler Imperial 125 h.p. motor.

Open 26-footer, 150 h.p. Majestic motor, speed 35 miles.

26-foot sedan, powered either with 200 h.p. Scripps or 225 h.p. Sterling Petrel, speeds up to 40 miles an hour.

Open 30-footer, three cockpits seating twelve people, powered either with 225 h.p. Kermath or 400 h.p. Liberty motor, speeds from 37 to 48 miles an hour.

30-foot sedan, Kermath, Sterling or Liberty motor, speeds from 34 to 45 miles an hour.

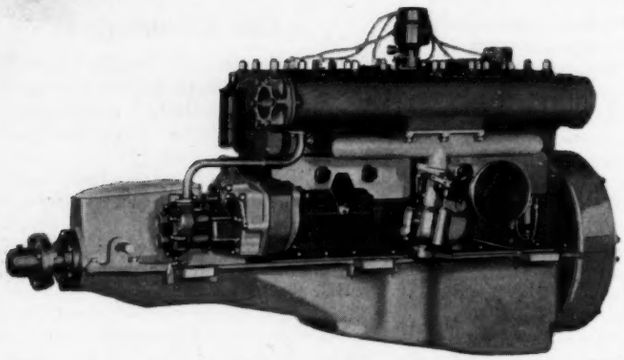
30-foot twin screw sedan, two 125 h.p. Chrysler Imperial motors, speed 34 miles an hour.

22½-foot yacht tender, closed after cockpit seating six, speed up to 35 miles with 125 h.p. Chrysler Imperial motor.

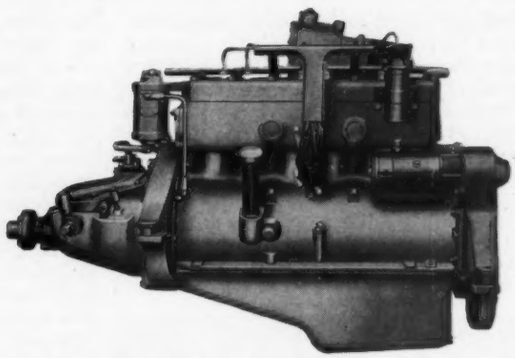
## New Gar Wood Boats

No Show would be complete without an exhibit of Gar Wood boats, the product of the same brains and skill which has produced the famous and unbeatable *Miss Americas*. This year the models to be shown are more interesting than ever, for they include two new craft which are sure to be the subject of much favorable comment as soon as the Show gets under way — a new 28-foot runabout, said to be the fastest stock runabout in the world, and a 40-foot commuting cruiser with a 40-mile speed, both boats having the

*Fifty-five m.p.h. is the speed of this Gar Wood 28-foot stock runabout*



*The Kermath Sea Master, a new small light "Six" motor*

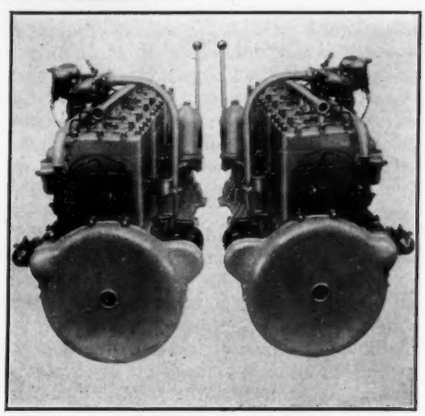


*The Chrysler Crown Type C motor, of 75 horsepower*

same grace and beauty of design, and distinctive hull construction, which have made Gar Wood boats famous.

The new 28-foot runabout, which will knock out 55 miles an hour on occasion, has a beam of 7′ 2″ and draft of 27″. The keel, stem, chines and main frame are of Apitong, an unusually tough and resistant wood from the Philippines. Planking is mahogany, with Everdur fastenings. The power plant is a 12-cylinder Gar Wood engine of 1650 cu. in. piston displacement, which develops 425 h.p. at 1800 r.p.m. It is a V-type motor, with valves in the heads, cylinders being made separately from steel forgings with head and barrel integral. Cylinders are lead coated outside to protect them from salt water.

Principles of design and construction never before used in a boat of this type are incorporated in the new 40-foot commuting cruiser, which is capable of a speed of 40 miles an hour with her 12-cylinder, 425 h.p. Gar Wood motor. (Two 200 h.p. Scripps motors are optional.) She has seating capacity for 24 people, and sleeps five comfortably in her excellently-equipped cabin. Top and bottom are double planked with mahogany, while the deck is of teak. The equipment is remarkably complete, including a Frigidaire, Bosch radio, electric bilge pump, Delco lighting system, fire extinguishing system, etc. Exhaustive tests under Gar Wood's personal supervision proved the new craft turned, banked and handled perfectly under all conditions, planed beautifully, and showed perfect riding qualities in all kinds of going.



*The Scripps model "170" for twin installation*

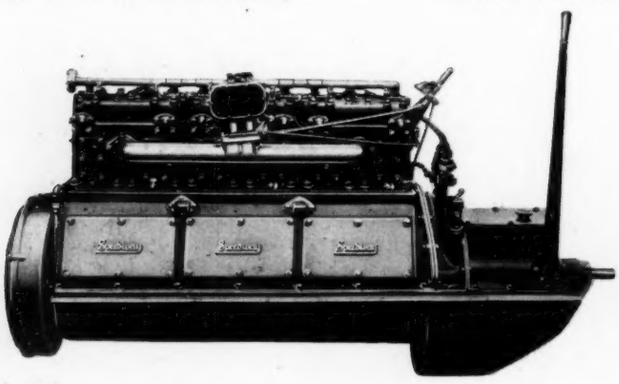
## Sterling Engines in Colorful Setting

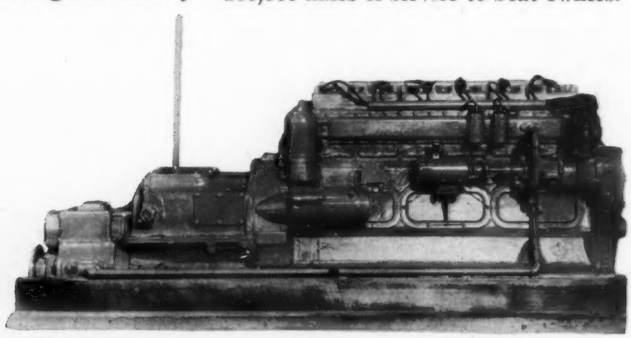
A submarine setting simulating the colorful underwater scenery of the tropics will make an effective background for the display of the Sterling Engine Company on the fourth floor.

Among this company's models will be the 1931 Petrel, a 6-cylinder, 5¼-inch bore, 6-inch stroke engine, delivering 200 h.p. at 2000 r.p.m. There is also a special engine rated at 225 h.p. at 2200 revolutions for runabouts only. Although this model has been on the market for four years, it has been steadily improved upon and is now offered to yachtsmen as having 779.3 cubic inches piston displacement and all the power and speed permissible in an engine of this approximate size. Among the added advantages of this motor is the counter-weighted and dynamically balanced crankshaft, a Sterling practice, which is just as necessary as the 7 big main bearings. The centrifugal forces of starting and stopping the piston at each end of the stroke, in a high speed engine, are greater forces than the explosion pressures in the cylinder and are balanced out in the Petrel with 12 counterweights. The Petrel is about 7 inches longer than is usual, the added length being distributed in long water jackets providing ample cooling between cylinders, around valves, guides and spark plugs.

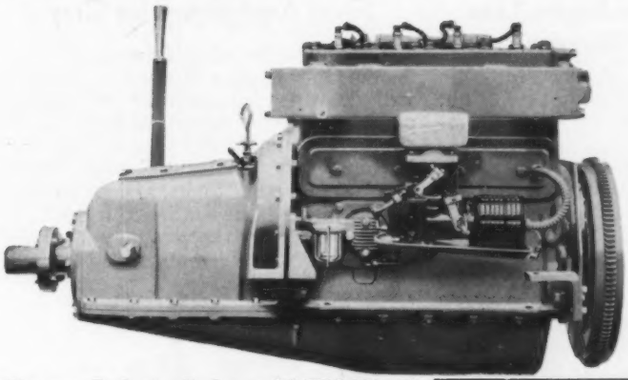
The Sterling Dolphin 6- and 8-cylinder engines will also be on exhibition. Two models of the 6-cylinder engine will be shown, the 225 h.p., 1550 r.p.m., and the high speed Dolphin Special "6," 290 h.p., at 1950 r.p.m. This is the most powerful rate given a motor of this cylinder bore, which is 5¾ inches, and the stroke 6¼ inches. The 8-cylinder model, with a rating of 300 h.p., at 1550 revolutions, will also be shown. These models, likewise, have the usual Sterling characteristics, counter-weighted crankshafts, oil coolers and filters, rolled steel forged fly wheels, and double carburetors. All Sterling carburetors are fitted with integral drip pans and backfire flame arresters.

One of the 6-cylinder U. S. Coast Guard model 225 h.p., 1200 r.p.m. engines will be shown. These engines have become increasingly popular in yachts, and several new boats will appear in 1931 with the famous Coast Guard engine — a model which is said to have given no less than 180,000 miles of service to boat-owners.

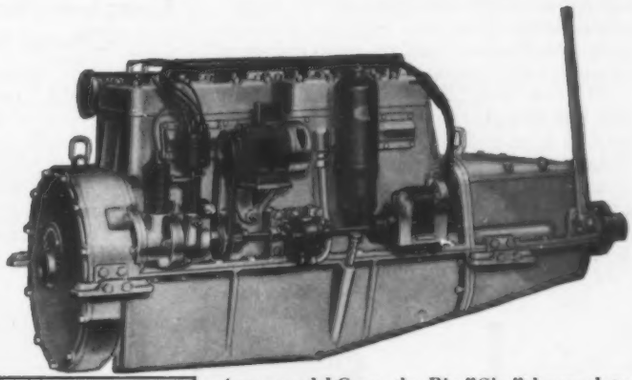




*The Sterling Petrel with reduction gear. At left, the Speedway 180 h.p. motor with down-draft carburetor*



*The new Buda 4-cylinder model HM-199, of 55 horsepower*



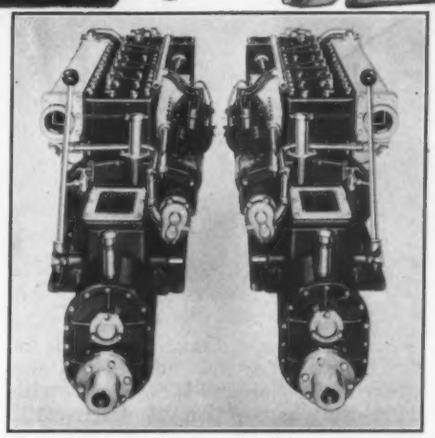
*A new model Gray, the Big "Six," heavy duty motor*

## Scripps Motors for All Uses

Scripps motors will command unusual attention at this year's Show, not because of any single radical feature, but because of the harmony of their respective assemblies and the accurate relationship of their component parts. Almost every model has been refined and improved in its details. Increases in the line have been made so that there is now a Scripps model to meet every demand of the yachtsman in providing power plants for medium duty or high speed, of 15 to 400 h.p., for boats from 18 to 90 feet.

A unique display will be a twin installation, mounted upon a special stand representing a section of a hull reproduced in all its detail. This will emphasize the symmetry of the true opposite construction, and the small space actually needed for an accessible installation of a properly designed power plant. A pair of Model "170's" will be used for this exhibit. They are true right and left motors, designed for medium duty, each capable of developing in excess of 125 h.p. at a range of 1200 to 1800 r.p.m.

A new addition to the Scripps line which will be exhibited, and which will prove of special interest to builders and owners of moderate speed cruisers, is the Series 200. This Model 200, of six cylinders, 5 inches by 5¾ inches, conservatively rated 150 h.p. at 1200 to 1800 r.p.m., in outward appearance closely resembles Model 170.



*A pair of Universal Twin "Six" motors with reduction drive*

It is equipped with a 1½-inch Duplex down-draft carburetor with flame arrester, suitable for medium duty work, where fuel economy and flexibility of operation are desired. Model 204 of the same series is identical in every mechanical detail, except that it is equipped with an up-draft carburetor to permit easy installation under the bridge of a cruiser, where over all height is a consideration.

Model F-4 is a medium duty engine of four-cylinders, capable of developing 25 to 40 h.p. at 1000 to 1600 r.p.m. It is remarkably versatile and is especially adaptable to almost every type of craft, from the small open launch to the 50-foot auxiliary. At a modest cost it furnishes every essential held desirable in the largest and most expensive power plants.

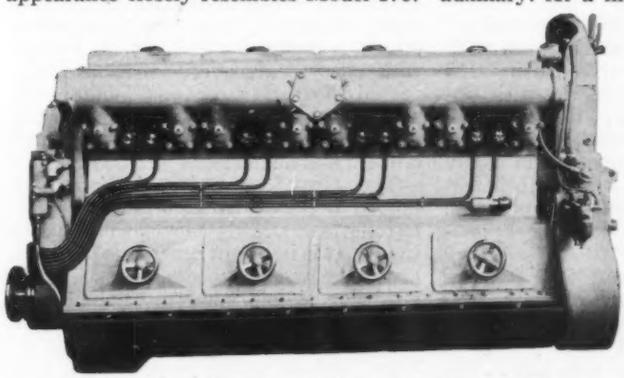
Model F-6 is a medium duty motor rated 60–90 h.p. at 1400 to 2000 r.p.m., designed to fill the needs of the family craft up to 35 feet in length. Model 124 is a high speed motor for light, fast speed hulls and is rated 135 h.p. at about 3000 r.p.m. It is approved by the A.P.B.A. as an official power plant for the new 5½-Litre International Class hydroplanes, in which it will be run at full throttle for long periods.

Two other high speed models are known as Models 162 and 202, of 150 and 200 h.p. respectively. The latter is the highest powered motor of the Scripps line and reaches its rated h.p. at approximately 2300 r.p.m.

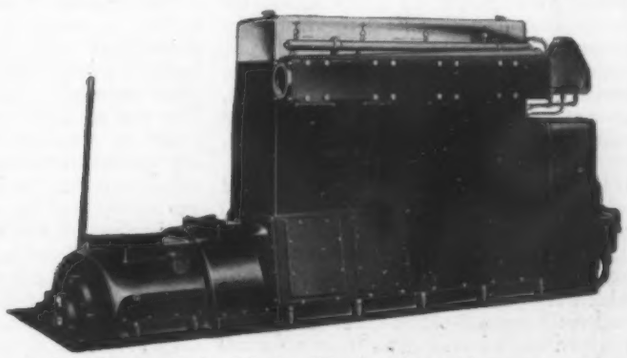
## Kermath to Make a Comprehensive Showing

The Kermath Company will have on display ten of their line of motors — the Kermath Sea-Raider, Sea-Queen, Sea-Wolf "225," Sea-Farer, and Sea Mate "100"; Models 35, 20, and 8–10; and two of the new Sea-Masters, one of which will be shown with a 1.8 reduction gear.

The Sea-Raider and Sea-Queen are two new models which have been in process of development for over a year. Until the opening of the Show they are a closed secret. These two engines will be among



*Here is the 300 horsepower light weight 8-cylinder Winton Diesel*



*A Superior 4-cylinder Marine Diesel engine with reverse gear.* *(See page 130)*

the outstanding developments to be revealed at the Show and, together with the new Sea-Master, will provide evidence of continued Kermath leadership.

The Sea-Wolf "225" is none other than our old friend, the "225" of last year, refined here and there. One of the most notable changes is the removal of the generator from its former location at the rear of the motor and its placement on the port side of the flywheel housing, where it is driven by a "V" belt from a pulley mounted directly on the crankshaft. This arrangement not only relieves the timing gear train from the armature inertia strains resulting from rapid acceleration or deceleration, but also allows of the option of a 225-watt generator for installations where the lighting load demands a generator of greater output than is provided by the standard instrument.

The drive belt, while fully enclosed, is readily accessible. It is located forward of the flywheel, out of the oil zone, and can be removed and replaced without disturbing the flywheel.

The Overhead Valve "175," which will be known in the future as the Sea-Hawk "175," will not be shown, due to lack of space. This motor may be properly regarded as merely a smaller edition of the Sea-Wolf "225," and will carry all of the refinements to be found on the latter.

The Sea-Farer is, in a sense, an entirely new model developed to meet the demand for a powerful medium speed motor for cruiser installations. In many details its design has been lifted bodily from the former 200 h.p. "L" head model, but with proper modifications to cylinders, combustion chamber, cylinder heads, pistons, compression ratio, manifolding and lubrication, to make of it a smooth, silent, high torque, medium speed motor. It is a model well capable of sustained full load operation at between 1500 to 1800 r.p.m., within which range it will develop its rated 150 h.p. with a generous overload factor. As the class of service for which it is intended submits the valves and valve seats to extreme heat and wear, the cylinder block is cast from a special chrome nickel iron with ample water space completely surrounding each valve.

## Complete Marine Engine Line Offered by Chrysler

With two types of the Majestic "straight-eight," two types of the Crown, and four types of both the popular Imperial and Royal, a complete line of marine engines, offering efficient power plants for boats, from 22-foot runabouts to 70-foot cruisers, is featured this year by the Marine Engine Division of the Chrysler Corporation.

The Majestic "straight-eight" is of the L-head type, with bore of 3½ and stroke of 5 inches and is fitted only with down-draft carburetion. It weighs 1125 pounds and has a rating of 150 brake h.p. at 3200 r.p.m. This engine is also offered with a 2.03 to 1 reduction gear, making an ideal power plant for cruisers from 40 to 70 feet, giving speeds of 14 to 25 miles.

The Crown engine, intended for small runabouts, has a bore of 3⅛ and a stroke of 4⅛ inches, develops 75 h.p. at 3200 r.p.m. and weighs 625 pounds. In addition, the Crown is offered this year with a 2.71 to 1 reduction gear for use in cruisers up to 38 feet, giving a speed of 13 to 15 miles. Fitted with this new reduction gear and developing 70 h.p. at 1100 r.p.m., the Crown engine makes an efficient power plant for this type of cruiser. There has been a long-felt need for suitable power plants for boats of this type, and this unit will undoubtedly be very popular.

The Imperial types have a bore of 3⅝ inches, a stroke of 5 inches and, with down-draft carburetion, develop 125 brake h.p. at 3200 r.p.m., or, with updraft carburetion, 106 h.p. at 2800 r.p.m. The use of these engines the past four years as standard equipment in many standardized cruisers of from 28 to 40 feet offers important evidence that reduction gears are becoming more and more popular in pleasure boats.

The Royal, with a bore of 3¼ inches and a stroke of 5 inches, is offered in four types, the A and C types developing 82 h.p. at 2800 r.p.m. and the AM, 30 to 50 h.p. at 1000 to 1600 r.p.m. The AMR, fitted with the Chrysler 2 to 1 built-in reduction gear, develops 30 to 50 h.p.

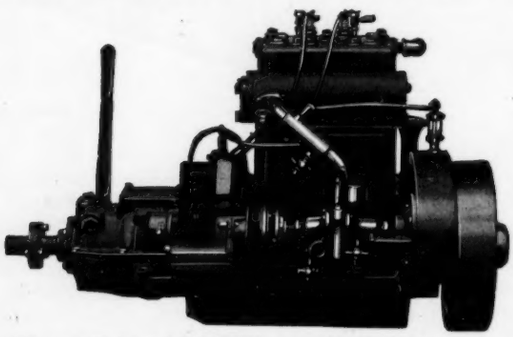
## Silver Anniversary for Gray

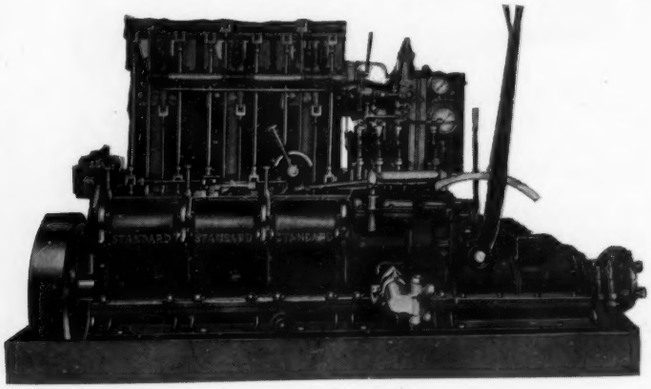
This will be the Silver Anniversary year for the Gray Marine Motor Co., and this well known manufacturer of marine power plants will celebrate at the Show by offering the public two new models, and by announcing substantial price reductions on several of their previous models, all of which will be continued in 1931. In twenty-five years the company has built and sold over 90,000 motors, and is proud of the prestige which it has built up in the minds of the boating public.

First of the two new models is the Big Six, a modern, heavy duty 6-cylinder machine developing 66 h.p. at 1200 r.p.m., 80 h.p. at 1400 r.p.m., and 103 h.p. at 2200 r.p.m. It is equipped with the largest clutch and reverse gear ever specified for a motor of this displacement, and is available with either double distributor ignition, or single distributor and Bosch magneto, with 12 spark plugs. It is extremely compact, being just 60 inches long over all, and weighs approximately 1350 pounds. Cylinders are cast en bloc, piston displacement is 478 cubic inches, and it is fully equipped with starter, generator, distributor, and the usual accessories. It is excellently adapted to the heaviest cruisers and workboats.

Another new one is the Light Four, said to be the lightest and lowest engine developing 20 h.p. or more. It is only 32 inches long, and the aluminum model weighs but 285 pounds, including equipment of starter, generator, distributor, etc. It is designed and built throughout with every feature of smoothness, dependability and power to be found in the most costly motors, and is especially suitable for small, fast runabouts, small cruisers and auxiliaries.

The Gray Vee-Drive, having been proved decidedly successful in the 600 installations already made, will be continued. It is in use in runabouts, cruisers, auxiliaries and workboats, and is silent in operation, simple, and strongly built, and requires no adjustment or special attention whatever. Several stock boats at the Show will be equipped with this Vee-Drive. There are several other distinctive Gray motors which will be shown.





*The new Palmer Model HH motor for auxiliary service. Right, one of the Standard 3-cylinder Diesel motors.* (*See page 130*)

# MOTOR BOAT SHOW

## A New Four-Cylinder Engine by Buda

The Buda Company, Harvey, Illinois, announce a new 4-cylinder model in the Hivelo series which has many features to recommend it for marine purposes. It is light weight, compact and an extremely smooth running job due to the close-coupled 3-inch crankshaft with 5 main bearings, and light weight, cast iron pistons. The new model, known as the HM-199, has a bore of 3¾ and a stroke of 4½ inches, and develops 55 h.p. at approximately 2800 r.p.m. This engine is of en bloc design, neat in appearance, with parts accessible to service.

The crankshaft is 3 inches in diameter, supported on five main bearings. The crank pin bearings are arranged to overlap the area of the mains and effect, in a manner, a partial eclipse when viewed from the end, or elevation, of the crankshaft design. This feature accounts for a tremendous stiffening of the structure, both as to transverse as well as torsional strains.

The lubricating feature of these engines is the constant supply of a large quantity of oil at high velocity and uniform pressure. There are no tubes or pipes for the oiling system in this series. A system of drilled holes conducts the oil to all points of wear. The main oil distributing line, which runs the extreme length of the crankcase, is rifle drilled in the casting, thereby doing away with oil lines made of copper tubing or steel which has been the common practice in the past. The method employed in this series eliminates any possibility of oil lines breaking due to crystallization.

## Universal Motors and a New Flexifour

The complete line of Universal motors will be seen at the Grand Central Palace, in booth 405. These popular engines have a power range of from 6 to 115 h.p., one to eight cylinders, and are designed to cover nearly every line of work. Included in this year's models is the new Flexifour 25 h.p. motor, recently announced. Following is a list of the motors that will be shown:

BLUE JACKET. Three models. 40–50 h.p. 4000 r.p.m. 225–300 lbs. weight. 3″ x 3½″ bore and stroke. DeLuxe power for runabout use and ideally suited to the new 125 cu. in. racing class.

FLEXIFOUR. Model NB 25 h.p. 2500 r.p.m. 2¾″ x 4″ bore and stroke. 320 lbs. weight. Brought out to meet demand for small, fast runabouts and small cruisers. Model N. 10–15 h.p. 2000 r.p.m. 2⅝″ x 4″ bore and stroke. 325 lbs. weight. Built-in reduction drive optional. Interchangeable on base with Blue Jacket models. This is the reliable "standby" Flexifour, which has earned reputation as a utility motor for tender, auxiliary, small runabout.

SUPERFOUR. Three models. 35–50 h.p. 3000 r.p.m. 3¼″ x 4½″ bore and stroke. 300–425 lbs. weight. Built-in reduction drive optional. A "husky" four, popular as auxiliary power in yachts, cruisers, workboats, etc.

SIXES. 77 h.p. and 88 h.p. 3½″ x 4½″ bore and stroke. 3000 r.p.m. 685–920 lbs. weight. Built-in reduction drive optional.

SIXES. True-Twins. Same as above, but in true rights and lefts for twin-screw installation.

STRAIGHT EIGHT. 115 h.p. 3½″ x 4½″ bore and stroke. 3000 r.p.m. 890–1100 lbs. weight. Built-in reduction drive optional. Also the above, in true rights and lefts for twin-screw installation.

SINGLE. 6–8 h.p. 1200 r.p.m. 230–372 lbs. Available with reduction drive. A reliable, economical "plugger."

It is the swing back to smaller runabouts with inboard power instead of outboard and small cruisers, that has resulted in the new Flexifour 25 h.p., a light, sturdy, fast motor which several stock boat builders are already placing in new hulls for 1931.

## Palmer Announces New Model

Palmer Bros. Engines, Inc., will exhibit eight of their well-known and time-tested marine engines and a new 2-cylinder, 5-h.p. model, specially designed for yacht tender and auxiliary service. This new motor will be known as Model HH and is practically a half-size Palmer "Little Huskie." It is of the same rugged construction as the "Huskie," with its 2-inch crankshaft and built-in reverse gear. It is equipped with a starter, generator, and full floating reverse gear.

The eight other engines range in horsepower from 2 to 80. The smallest of these is the Model YTI, a single-cylinder engine developing 2 h.p. Following this is the 4-cylinder, 15-h.p. "Little Huskie," Model LH, in right and left hand types. Next is the PAL "four," rated at 25 h.p. The "Power Boy" is a 6-cylinder engine developing 40 h.p. and designated as Model PB. Two ZR models will be displayed, 2 and 4. They are 2 and 4-cylinder engines of 18 and 40 h.p., respectively. Model GW, in right and left hand types, and Model PNR3 complete the Palmer display.

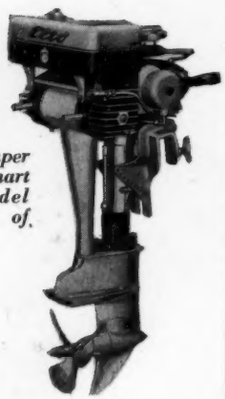
*A new Cooper-Bessemer Diesel. With eight cylinders, the motor is rated at 600 h.p. at 450 r.p.m. The bore is 11½ inches and stroke 15 inches*

## Winton Diesels

The Winton Engine Corporation, of Cleveland, Ohio, whose gasoline and Diesel motors enjoy an enviable reputation in marine circles, will concentrate on two units in their exhibit at the Show. These will be, first, one of the 300 h.p. new type, light weight 8-cylinder Winton Diesels, which have made notable show-

*The Morse built-in, straight-line reduction gear on a Buda motor.* *(See page 132)*

*The new 25 h.p. Evinrude Speeditwin, a rotary valve motor for Class C*



*The Elto Super "C" is a smart looking model with plenty of power*

*The Neptune Master model outboard, 16 h.p. at 4000 r.p.m.*

*The Evinrude electric starting Speedifour, a Class E outboard for runabouts and small cruisers*

ings in such yachts as *Colmena, Maemere, Saga,* and *Truant;* and second, Model 176 3-cylinder oil engine generating set.

The 300 h.p. unit marks a distinct advance in marine engines of this size. It was designed to meet the growing demand for a high class, light weight, high speed Diesel engine, and is a highly developed, finished product of proven performance. It is an airless injection, 4-cycle engine, completely new in design, simple, and clean as a modern high grade gasoline engine. The balance and quietness of operation are noteworthy, and it combines in high degree light weight, compactness and rugged strength. Quick starting and instant maneuvering are other desirable features.

The Model 176 generating set is a 3-cylinder oil engine, with bore of 5 inches and stroke of 7 inches, chrome nickel iron entering into the construction much as in the big 300 h.p. unit. Cylinder head coverings are of aluminum, and are removable. Water pump is of the gear type, as is the oil pump of the force feed oiling system. A 24-volt electric starter operates on the periphery of the flywheel. The governor is of the fly-ball type, very rugged, and runs in an oil bath.

## Cooper-Bessemer Exhibits New Model

A new 600-h.p. Diesel marine engine, the Model JT-8, has been developed by the Cooper-Bessemer Corporation and is being exhibited for the first time at the Show. The new model will develop its rated horsepower at 450 r.p.m. It has a bore of 11½ and a stroke of 15 inches.

Although the motor exhibited at the Show is an 8-cylinder type, the same principles are incorporated in 3-, 4- or 6-cylinder models, built on the same basic designs. The two smaller sizes are designed for generator work and the larger models are direct reversible, for marine service.

For speeds up to 360 r.p.m., the lubricating oil, circulating water and bilge pumps are of the built-in plunger type. For higher speeds, motor driven pumps of dual capacity are furnished. No compressor is built-in, in either case, but a motor driven 250-pound pressure compressor is used.

The base of the JT-8 is semi-steel, with extra heavy boxing under each bearing. The entire crankshaft is drilled for forced-feed lubrication and its exceptional size eliminates any possibility of structural failure at critical points. The main bearings and crank bearings are of cast steel, tinned and babbitted by centrifugal casting. The connecting rods are to the same specifications as the crankshaft.

The JT-8 has an overhead, chain-driven camshaft used in all Cooper-Bessemer engines. Control of the motor is unified in two levers, one for acceleration and one for maneuvering, starting, stopping and reversing.

## Elto, Evinrude and Lockwood Outboards

Outboard motor enthusiasts will meet with some pleasant surprises when they investigate the exhibits of Elto, Evinrude and Lockwood motors at the Show, the product of the Outboard Motors Corporation, of Milwaukee, Wisconsin. Most of the 1930 models will be continued in improved form, while several new models will be there which will interest those who are looking for speed, utility, or lowered price.

Elto will show no less than four 4-cylinder motors. The newest is the Junior Quad, a 25 cu. in., sister to the larger Quads which have made history in both speed and endurance contests, and which is designed to be the smoothest running and most flexible of all medium sized motors for family and runabout use. Then there are the Senior Quad and Big Quad, the former a Class E and the latter a Class F motor, followed by the 4-60, the Class F motor with which Ray Pregenzer established the world's outboard speed record of 50.934 miles an hour. All the Quads have the integral rotary valve in the crankshaft, an outstanding feature ensuring the utmost in power, speed range and dependability.

For the first time, Elto will invade Class C with two new 2-cylinder motors, both known as the Super-C motors, one for utility use, the other for racing. They develop 25 h.p. at 4500 r.p.m. and are equipped with a new spring-cushioned steering handle which removes vibration from the helmsman's hand and assists in keeping the boat on a straight course. Its power and performance are made possible by the integral rotary valve in the crankshaft. The racing Super-C has developed such amazing power in dynamometer tests that the makers believe it will prove to be a record-breaker during the coming season.

Speedster models will be offered this year in both 20 cu. in. and 25 cu. in. units. It was the former which established an outboard endurance record of 503 hours continuous running without adjustments or repairs of any sort.

Finally, there will be the 2-cylinder Lightweight, weighing 38 pounds, and the famous Fold Light, the remarkable folding motor of 2¾ h.p. which is quiet, sturdy and powerful, and which may be quickly folded into a remarkably small space. Some Elto models employ battery ignition, others magneto ignition, while several are equipped with electric self-starters. The new Elto Lightweight, of 38 pounds, and priced under a hundred dollars, develops 4 h.p. and is sure to make a distinct appeal.

Evinrude will blossom forth with most of their previous motors in improved models, and with no less than five new models — four 4-cylinder motors and a new twin.

Lockwood models will consist of the Foldlight, Ace, Chief and Four-Sixty.

# MOTOR BOAT SHOW

## Neptune Outboard Motors for 1931

In keeping with the policy of offering all desirable features in their popular-priced Neptune Outboard Motors, the Muncie Gear Company, manufacturers, are announcing a number of improvements in the 1931 models, which will be seen at the Show. Many new features heretofore embodied only in high-priced motors are included. Among these may be mentioned ball and roller bearings for the crankshaft, drive shaft, propeller shaft, crank pins and main bearings, removable cylinder heads, positive pump cooling, even at slow speeds, and an extra large muffler with underwater exhaust and cut-out.

The hinged tiller handle is now equipped with a motorcycle grip gas throttle, adaptable for remote control.

The Neptune "Master" motor develops 16 h.p. at 4000 r.p.m. speed, while the Neptune "Twin" (for Class A boats) develops 4⅛ h.p. at 3200 r.p.m. The weights are, respectively, 95 and 48 lbs., approximately.

## Johnson Outboards

Six models of the famous Johnson Sea Horse outboard motors will be exhibited by the Johnson Motor Co., as well as several boats of Sealite construction, specially designed and built for Johnson motors. In addition, Johnson will show their new propeller drive unit, which, it is claimed, gives to large inboard boats the same maneuverability and tilting features as the smaller outboard-powered craft, features much to be desired.

The Sea Horse line for 1931 consists of six models, one for every use and purpose, from the Sea Horse Single to the Sea Horse "32." The Sea Horse Single is a three port type motor, weighing only 27 pounds. It is the world's lightest outboard motor, designed primarily for rowboats and canoes. It has the full advantages of full pivot steering and easy portability.

The Sea Horse "4," a Class A motor, has alternate firing twin cylinders, which create a smoothness of power flow and minimum of vibration not to be found in any other motor but the Sea Horse "12," which is the other alternate firing twin in the Sea Horse line. It is also a class A motor, and possesses the underwater exhaust, full pivot steering and a pressure vacuum cooling system.

The Sea Horse "16" is a twin cylinder motor, rotary valve, two port type, developing 16 horsepower. It is equipped with a release charger, water-cooled underwater exhaust, rotary valve, pressure vacuum cooling system, and detachable aluminum cylinder heads and electric starter, if desired.

Although the supremacy of the Sea Horse "32" was threatened by the "24," it is still king of the outboards. Last year this four-cylinder, Class D motor, developing 32 horsepower, traveled faster than any outboard motor has ever gone in competition. An 18-year-old boy drove it 46.15 miles an hour in the National Championships. The "32" provides ample power for the largest outboard cruisers, runabouts, commercial craft and auxiliary power on sailing yachts.

The matched unit plan of designing and selling boats to operate most efficiently with the Sea Horse motor line will be continued this year. Four boats of Sealite construction, substantially built wooden inner hulls, surfaced and protected with a waterproof, light weight composition sheathing, comprise the line. Leading the list is the luxurious Deluxe Aquaflyer, 17½-foot V-bottom craft, with the motor mounted in the stern and completely enclosed within a hatch cover. Speed with a Sea Horse "32" is more than 25 miles an hour. The other Sealite boats in the line are the Service Runabout, 17½-foot V-bottom craft, Utility B, 15-foot V-bottom, and Utility A, 14-foot round bilge type.

## Ovington's Shows a Special Service for the Smaller Boat

The mode in china, silver and glassware for the yacht, large or small, is one of the special domains of Ovington's. Their special yacht china, decorated for the individual owner with his private signal and the burgee of his club, or with one flag and the name of the yacht, is, of course, one of the features of the Ovington display, but this year attention will be centered on the needs of the smaller yacht. A complete service for six, including china, crystal, and silver, has been assembled, and this can be had at the moderate price of $95. The details are as follows:

The china service of English ware, ivory body with marine blue band and line and two hand made baked enamel flags. 37 piece set $45.

The crystal service, yacht weight, decorated to match china. 18 pieces $29.

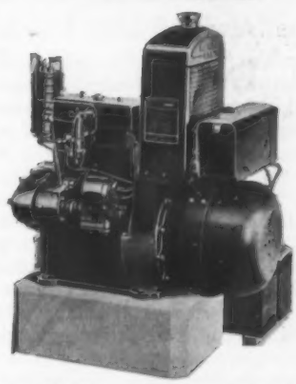
Silver-plated service, knives having stainless steel blades. 31 pieces $25.

## Pioneer Features New Instruments

Three new instruments will be featured in the Pioneer Instrument Company's exhibit at the Motor Boat Show, two of which, the 569 Straightway Compass and the Trim Indicator, have been in production for a short time. The third, a radio direction finder, is still in the assembly stages, and no information regarding it has been released.

The 569 Straightway Compass will be exhibited in six various types of marine mountings. The Pioneer Trim Indicator is for use on sail boats and was first tested in the 1930 America's Cup races. This mechanical device gives the trim of the ship and is of great aid to the experienced as well as to the inexperienced yachtsman.

*The Pioneer Trim Indicator (above) for sail boats. Below, Pyrene pressure type extinguisher with Saveall automatic device*



*The new Kohler electric generator. Below, Ovington's yacht china and glassware*

## Standard Direct Reversible Diesels

With the growing demand for safe, economical and efficient power for yachts, the AE type full-Diesel engine has been developed by the Standard Motor Construction Co., of Jersey City, N. J., and will be exhibited at the Show. In keeping with typical Standard policy, emphasis has been placed on reliability and simplicity, with moderate revolutions, rather than on high speed with light weight. This yacht type oil engine is a true full-Diesel, without pre-combustion chambers, hot plugs, heating attachments or other devices. It is of the constant pressure, common-rail type, with mechanical injection, often called solid or airless injection, which is simple to operate as well as economical in up-keep. Because of the thoroughness of vaporization and the four-stroke cycle of operation, the exhaust gases are practically colorless and the engine runs without smoke or odor.

Both in pleasure and commercial craft, safety is of vital importance. The Standard Diesel, burning heavy fuel oil, is a safeguard against fire, explosion and gasoline vapors in the bilges. Added to this feature is the saving in fuel cost, the Diesel engine consuming half the fuel, at about one-fifth the cost of gasoline. While the 3- and 4-cylinder sizes are made with reverse gear and clutch when so specified, the direct reversible feature is the outstanding achievement in these motors, having been successfully accomplished in four-cycle engines, in 3-, 4-, and 6-cylinder units by Standard.

## The New Hall-Scott Invader

A new engine that will make its debut at this year's Show, where it will make a strong bid for popularity with the owners of power craft who want plenty of power, will be shown by the Hall-Scott Motor Car Company. This new model has been named the Invader, and is designed to meet the varied requirements of exacting service in boats from the 30-foot runabout to the 75-foot cruiser. Containing the same high qualities that have made the name Hall-Scott synonymous with dependability and long life, this engine is, nevertheless, moderately priced.

Before placing this model on the market the Hall-Scott organization gave it a very thorough tryout in hard service, operating it under service conditions for three months in a very heavy hull, the results proving most satisfactory. These tests were preceded by a run of several hundred hours under watch in the dynamometer laboratory. In the runs in the test boat the engine proved remarkably economical in operation, fuel consumption being only 14 gallons an hour at 1800 r.p.m.

In this new engine vibration is reduced to a minimum by counterbalancing the seven-bearing crankshaft. This counterbalancing also reduces the bearing loads considerably and gives a smooth flow of power. A specially designed reverse gear gives full propeller speed in reverse, it is claimed, while propeller thrust is taken care of by extra large Timken roller bearings.

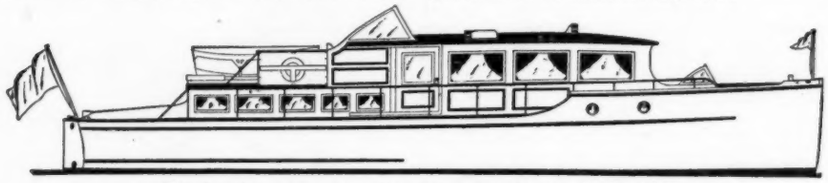
The manifolding and carburetion are unique features. There are three U-shaped two-branch manifolds joined by a three-flange manifold. This upper distributing corridor is fed by two large marine type carburetors. The shape of the corridor manifold is such that perfect distribution without pulsation is obtained.

## Red Wing Exhibits New Thorobreds

Two new marine engines which have been added to the Red Wing Thorobred line for 1931 will be exhibited at the Palace. One of these is the 6-cylinder Arrow Special, 45–85 h.p., with bore of 4⅛ inches, stroke of 4¾ inches, or a piston displacement of 381 cubic inches. This motor, which is now available for delivery, is similar in construction, equipment and also in installing dimensions to the highly successful Arrow, 40–80 h.p., but considerably more powerful.

The Arrow Special is an ideal installation for cruisers and for fast substantial runabouts with available speeds of 1600 to 2200 revolutions. The engine is extra well built; has a 2⅝ inches 7-bearing crankshaft, grey iron pistons, full pressure lubrication, Ricardo design cylinder head, as well as all the approved marine features, including electric starter, magneto ignition, Paragon gear, oil filter, flame arrestor; all at the price of $995 for the iron base type, and $1025 for the aluminum base type.

A small, high speed four-cylinder motor has been developed for high speed 16- to 18-foot runabouts. This will have a bore of 2¾ inches, stroke of 4 inches, and develops about 25 h.p. at 2000 to 3000 revolutions. This new engine will have dimensions like those of the present Model D and will weigh about 300 pounds. It will be a complete unit, with electric starter and reverse gear built-in, and choice of magneto or timer ignition. Although of the highest possible quality, the price is to be attractively low.



*The handsome Stephens "48," exhibited by S. Clyde Kyle*

## Three Superior Diesel Motors

Three Diesel motors which will attract the attention of the boat owner, and bear careful inspection by the naval architect and boat builder interested in Diesel power plants, will be exhibited by the Superior Engine Company, of Springfield, Ohio.

The largest of these three motors is a six-cylinder, direct reversing motor of 210 h.p. at 600 r.p.m. The bore and stroke are 8½″ by 11″, and the weight, 13,000 lbs. This same type of motor is built in a two-cylinder model at 70 h.p. and eight cylinders at 350 h.p., with 9″ by 12″ cylinders.

Another engine exhibited is the 4-cylinder Diesel with Joe's reverse gear, rated 70 h.p. at 700 r.p.m., the cylinders being 6½″ by 8″, and the weight 5700 lbs. The same type also is made with two cylinders, rated 35 h.p., and eight cylinders, 7″ by 9″, rated 180 h.p.

A Superior 33 k. w. Diesel generator set will also be shown. This is a three-cylinder model, 6½″ by 8″ bore and stroke, rated at 50 h.p. at 720 r.p.m. Generator sets are also built in sizes up to 840 h.p.

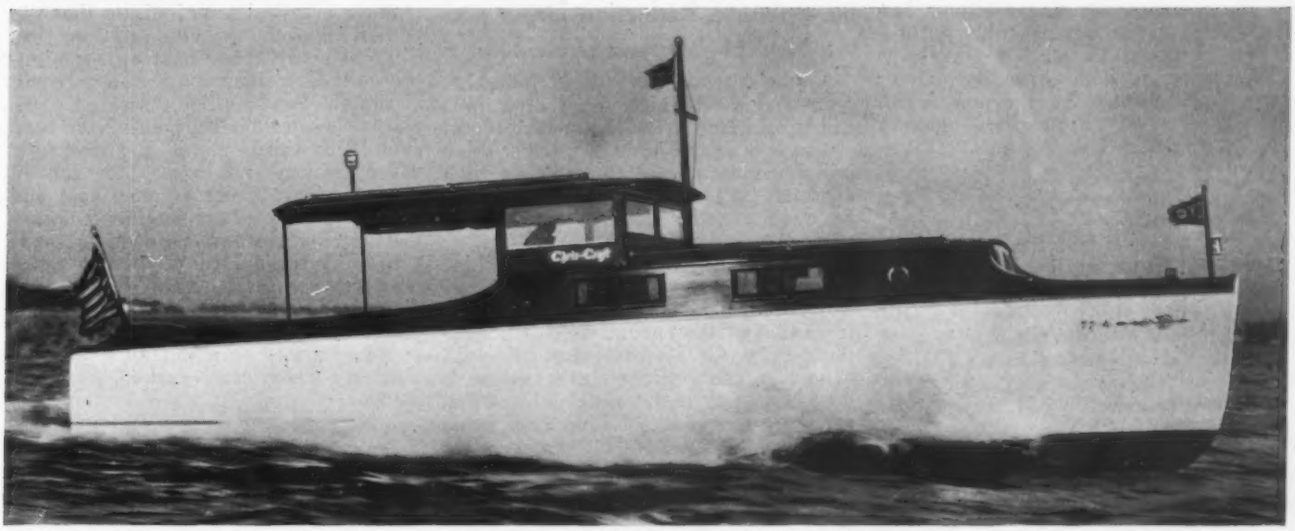
The constant pressure mechanical injection system adds to the reliability and convenience of Superior Diesels by making for perfect combustion, wide speed range, good maneuvering qualities, and simplicity and ease of upkeep. The direct reversing models combine a wide speed range (from full speed down to ¼ or ⅛ speed) with single lever control of starting, stopping, or reversing, an air ram eliminating manual shifting of the camshaft.

## A New 48-Footer Exhibited by Kyle

One of the larger cruisers that will be seen at the Palace is the new 48-footer exhibited by S. Clyde Kyle, and designed and built by Stephens, for commuter use. This new boat is exceedingly pleasing to the eye and will satisfy the most exacting as to appearance, while she embodies many novel features for a boat of this size. She is handled from a flying bridge abaft the sunken deckhouse. There is a cockpit forward and another one aft, giving unusual open air accommodations. There are sleeping quarters for eight persons, with all the conveniences for comfortable living aboard the boat, something not always found in commuters. Choice of power is optional. She will do 25 m.p.h. with a pair of Scripps 200 h.p. motors, or 32 miles with two Hall-Scott 275 engines.

S. Clyde Kyle is also presenting this year the Kyle "38," a 17-m.p.h. cruiser of distinctive design. This is a snappy looking craft, of good beam, with a large comfortable deckhouse in which is a duofold settee, making up into a double bed at night. In the after cabin are sleeping accommodations for four persons.

# MOTOR BOAT SHOW



*Here is the new 36-foot Chris-Craft single cabin cruiser by the well-known builders of runabouts. She has a forward cockpit, is fast, of course, and is moderately priced*

## 32 Chris-Craft Models for 1931

The Chris-Craft Corporation will come to the Motor Boat Show with a remarkably fine and smart display of motor boats. There will be four of the new moderately priced Chris-Craft cruisers on the main floor; two 31-footers and two 36-footers. They will be in both single and double cabin types, as well as open and enclosed bridge deck types. For the runabout display Chris-Craft will have seven smart new 1931 models on the mezzanine floor. These include the 17-footer, 20-, 22-, 24-, 26- and 28-foot runabouts as well as the 28-foot convertible sedan.

A big feature of the Chris-Craft New York exhibit this January, will be the Motor Boat Salon which Chris-Craft will conduct simultaneously at 1 West 52nd Street, New York City. Because of the fact that all of the Chris-Craft models cannot be accommodated at the Palace, eleven additional models will be on exhibition at the New York branch showroom.

As to models for 1931, Chris-Craft plans to have thirty-two different motor boats to offer. This is the largest Chris-Craft fleet that has ever sailed the seas. The runabouts range in length from 17 feet to 30 feet, in speed from 25 to 45 m.p.h., and in price from $1295 to $7000. Similarly, there is a complete line of sedans, both Deluxe, all-wood and convertible types being offered. Chris-Craft will continue the popular 34-foot commuter and the 38-foot commuting cruiser, as well as the 48-foot yacht. All these boats have been refined and smartness is the keynote of every one. The 26-foot and 28-foot runabouts and sedans are especially worthy of attention. New monel and chrome streamlined fittings, real leather upholstery and other features of distinction make these two boats the joy of yachtsmen who want something a little better.

The new family cruisers which Chris-Craft is bringing out for the first time in 1931, are eleven in number. Because these boats are moderately priced and because, above all, they are comfortable homes afloat, they will appeal to many people who wish to spend their summers on the water. The 31-footer follows the typical Chris-Craft V-bottom design, moderated in proportion with the speed with which this craft travels. It runs with very little disturbance through the water, is most stable in a seaway, and does not have a pound in any kind of weather. This boat brings with it something entirely new in comfortable family travel afloat in a boat of its size. There are accommodations for four.

For perfect safety, there are watertight bulkheads fore and aft of the engine room. Besides being safety factors, they are retaining walls which keep any slight odors which normally come from a running engine entirely where they belong, in the engine room, leaving the cabins as fresh and as clean smelling as the pine woods.

The 36-footer's bottom is typically Chris-Craft. It is neither the conventional V-bottom type, nor the old fashioned, round bottom type. It combines the stability of the V-bottom with the smoothness and comfort of the round bottom. The name "Smoothway," which is given to this Chris-Craft bottom tells exactly its action in a seaway. This new bottom has been responsible for new comforts in water travel. There are spacious accommodations for four, galley and toilet room. Watertight bulkheads completely isolate the engine room from the rest of the boat. These bulkheads, made of laminated plywood construction, absolutely insure safety at all times. You are safer in a Chris-Craft boat than ashore.

In these eleven models will be found a complete cruiser coverage.

## The New Hubert S. Johnson "33"

Many years' experience in the designing and building of the sea skiff type of hull are exemplified in the new Hubert S. Johnson 33-foot commuting sea skiff cruiser which will be shown by Hubert S. Johnson, of Bay Head, New Jersey. Speed and seaworthiness are the keynotes of the new "33." Powered with a 200 h.p. Kermath motor, she will easily knock out 30 miles an hour, and should make an ideal boat for work offshore or on inland waters. This commuter is planked with mahogany, finished bright, with interior finished in mahogany and cream. The comfortable bridge deck is protected by glass shields, the forward cockpit is large and wide, and the after cockpit is furnished with a comfortable seat which may be instantly removed when fishing is in order.

The cabin sleeps four people comfortably, the sleeping quarters being separated from the galley and toilet room by roomy compartments. The hull is said to plane at quite low speeds, without dragging or vibration at any speed, while the speed may be increased up to 50 miles an hour by installing higher powered motors, without change of design or hull construction.

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## The New Kennebec

The Kennebec Canoe Co., of Waterville, Maine, who have long been known for their fine canoes, will be at the Show as usual with a fine exhibit of canoes and outboard hulls, and in addition will have something quite new and interesting. This will be a new boat equipped with an outboard motor mounted in a patented inboard installation. This new installation is a development of the well known "well" idea, but through the application of new principles the bottom of the well

has been successfully closed without losing several of the very desirable features of an outboard installation — such as tilting, steering and portability. Other advantages claimed for the new device are: greater safety, quietness, greater efficiency, better balance, a clean boat, etc.

## Hill Diesels

With interest mounting day by day in the great development of the modern Diesel motor, the exhibit of the Hill-Diesel Engine Company is sure to be of interest. This concern makes five different models, as follows: single-cylinder, 10–12 h.p.; two-cylinder, 20–25 h.p.; three-cylinder, 30–37 h.p.; four-cylinder, 40–50 h.p.; and six-cylinder, 60–75 h.p. They will appeal to yachtsmen because of their power, smooth, noiseless operation, cleanliness, freedom from vibration, economy of operation, and because of the elimination of fire hazard. Other models than those mentioned above are four- and six-cylinder engines, developing, respectively, 60–80 h.p. and 90–120 h.p.

Hill-Diesels are of the pump injection type, four-cycle, pressure lubricated and water cooled. Ignition is by heat of compression. Air starting is employed on the two largest engines, and electric starting on the smaller motors. In design, materials and workmanship, Hill-Diesels are up to the highest standards.

## Stainless Steel Fittings for Every Marine Service

The Marine Steel Corporation, of New York, has been organized to supply stainless steel equipment for all marine uses requiring non-corrosive and non-tarnishing metal of high strength and ductility. Their exhibit will be of unusual interest and will include stainless steel rigging, fittings, underwater parts and other equipment for every marine use requiring non-corrosive, non-tarnishing metal. "Blue water" identifies all products of this company.

The steels from which "Blue Water" products are manufactured are similar in many respects to the lustrous steels which now adorn the Chrysler and Empire State skyscrapers in New York. They are absolutely immune to salt air or salt water attack. The high lustrous finish, like new silver, can never tarnish, and can always be kept glistening by an occasional wiping with a damp cloth without using any cleaning compounds.

The advantages and economy of these steels for marine service are obvious when it is considered that they are solid materials with no plating to chip or wear off and that they have even greater strength than ordinary steel. Rope or chain can be run over stainless fittings without tearing the surface, or affecting their corrosion resistance in any way.

## New Morse Reduction Drive and a New High Speed Drive Unit

A complete line of Morse reduction gears and a new high speed drive unit will be exhibited at the Motor Boat Show.

The new Morse inboard transfer drive unit operates quietly at extremely high efficiency. It is surprisingly compact and fits readily under the rear cockpit seat without loss of space.

A feature of all Morse Straight Line Reduction Gears is the fact that the direction of propeller rotation does not change from that of the engine. This is accomplished by the internal gear principle. Wherever the straight drive feature is used, two sets of internal and external gears are provided, the final drive being brought back on the same center as the engine drive shaft. Maximum quietness is therefore assured even in the higher step reduction ratio, due to the slight reduction of each pair of gears.

## American Engineering Co. Will Surprise

Once again the American Engineering Company will occupy spaces 107, 108, 109, 110, 113, and 114 on the third floor.

Year after year this firm comes to the Palace with a constantly improved line and an attractive display. Last year, for example, the "T" type windlass was introduced. The reception at the Show and the sales following it were a tribute to the ingenuity of the engineers who developed it. This year, A-E-CO winches, windlasses, boat hoists, steering gears, steering wheels and columns, anchors, chain stoppers and other auxiliaries will be shown, all in operation. A striking display is being prepared, the details of which, however, are being kept secret.

## A New Socony Oil

The Standard Oil Company of New York will feature in their booth at the Show the new motor lubricant known as Socony De Waxed Paraffine Base Motor Oil, the result of two years of research in producing a motor oil to prolong the life of gasoline engines. After the laboratory tests proved satisfactory, the new product was given exhaustive tests under service conditions on water and land.

In a test on the water off West Mystic, Conn., the American Power Boat Association checked fuel and oil for use in a 22-foot runabout. Using the new oil, the boat was run continuously at maximum speed for 10½ hours and covered 258 miles. Results in oil consumption, carbon and engine wear were as significant as those achieved on land. In fact, only three pints of oil were added in the equivalent of 1400 miles of automobile travel.

These practical tests indicate that the new oil solves the five vital problems that confront every power boat owner: First, the need for perfect lubrication; second, minimum consumption, assured, primarily, because boiling points have been controlled; third, power and economy, which are increased because the new oil holds its body under extreme heat and forms a perfect piston seal; fourth, easy starting and instant lubrication, made certain by the fluidity of the new oil in cold weather as the result of complete dewaxing, and fifth, gives a "clean motor," which is assured because a new refining process reduces to a minimum harmful elements which cause carbon, gum and sludge.

## Lux Fire Extinguishing Systems

Walter Kidde & Company will exhibit an improved line of Lux Systems having two new features. New Lux discharge outlets that are shaped like horns will be shown for the first time. These new outlets give a quicker, smoother and more effective flow of gas. With these installed, galley, engine room or bilge fires can be snuffed out in three seconds.

A second exclusive feature of the new Lux Systems is the absence of exposed working parts. There are no exposed levers or cables in danger of being struck by someone when the boat rolls in a seaway, thus accidentally setting off the system. Neither can this system be tampered with or set off by inquisitive visitors.

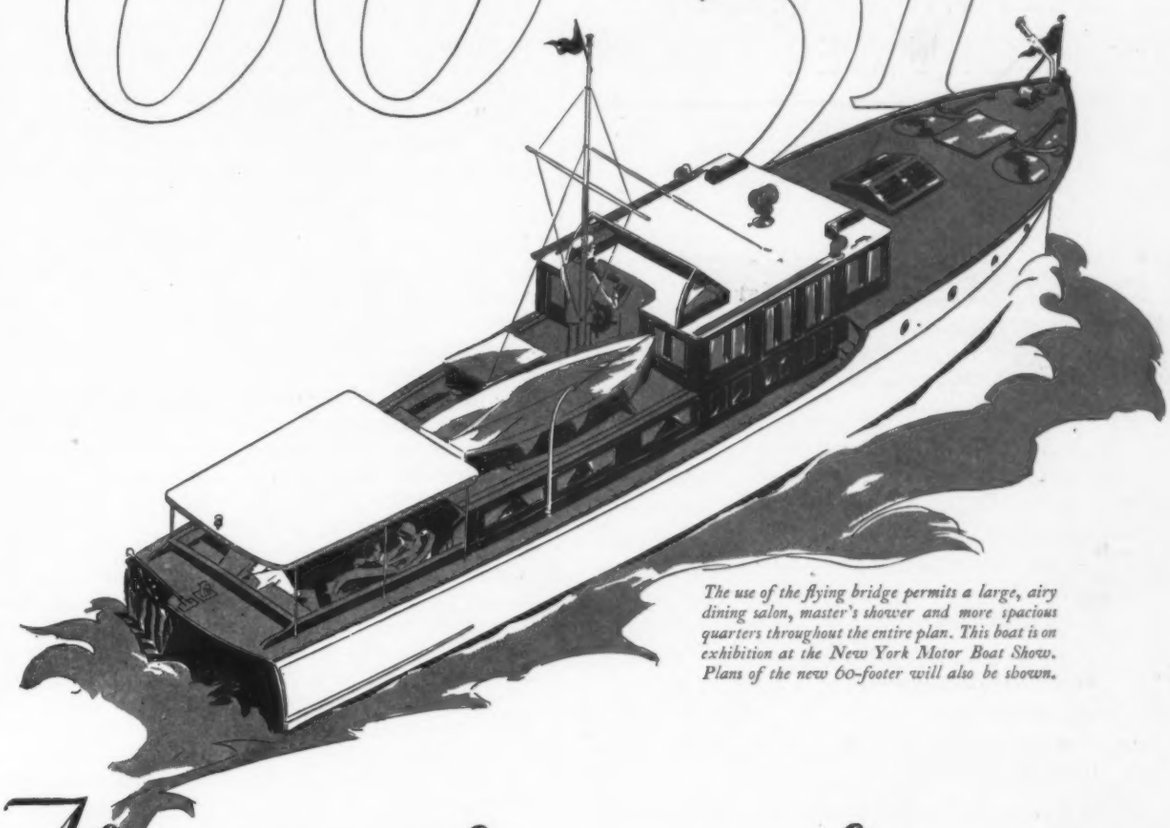
At the Motor Boat Show installations of the new Lux System will be found on boats built by the Consolidated Shipbuilding Corporation, the Dawn Boat Corporation, Dart Boats, Inc., the Wheeler Shipyards, the Luders Marine Construction Company, Chris Smith & Sons Boat Company, Hubert Johnson and the Banfield Sea Skiff Works.

## Waters from All the World Collected for Unique Display by Valspar

Waters from three oceans and 23 seas, lakes and rivers all over the world have been collected by the Valspar Corporation in staging an exceedingly novel display. The idea is being employed to demonstrate that Valspar marine varnish, used on ships which sail the seven seas, is actually proof against the depredation of any kind of water, regardless of its varying mineral content. Gallons of the various waters will be shown in huge running water machines giving the illusion of seas pouring over Valspar panels. Flags and other appropriate data will identify the source of each water, making the exhibit colorful and arresting to the eye.

(*Continued on page 177*)

# '06-'31



*The use of the flying bridge permits a large, airy dining salon, master's shower and more spacious quarters throughout the entire plan. This boat is on exhibition at the New York Motor Boat Show. Plans of the new 60-footer will also be shown.*

# *After twenty-five years of progress*

**Dawn Twin Screw Cruisers introduced on this page are not the result of a few feverish weeks or months of intensive labor. They are the evolution of five and twenty years devoted to the designing and building of fine yachts. We proudly offer to the yachting fraternity the Dawn 48 with flying bridge and the Dawn 60 deluxe Cruiser, as fitting celebration of our twenty-fifth birthday. DAWN BOAT CORPORATION, Clason Point, New York City, Tel. WEStchester 7000. Est. 1906.**

•

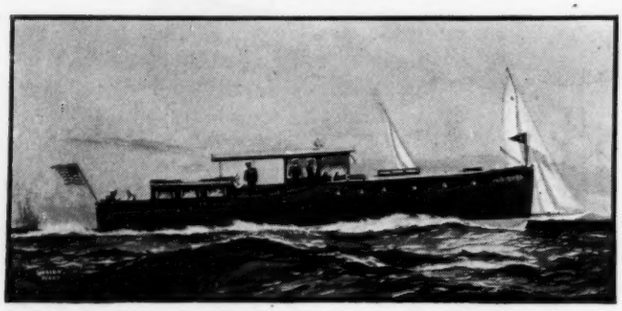
•

*Sizes 45, 48 and 60 feet, speed from 14 to 20 miles, Deisel or gas in the 60-footer. Prices range from $17,900. Details of layouts, power and prices sent upon request.*

**DAWN**

**TWIN-SCREW CRUISERS**

AT THE MOTOR BOAT SHOW
SEE 1931 DESIGN
CONSOLIDATED-BUILT
SPEEDWAY-POWERED
CRUISER



CONSOLIDATED presents a 1931 design—a two cabin 50-foot cruiser with sleeping accommodations for six in owner's party.

● The after cabin includes four berths, toilet-shower room, and wardrobes. The forward cabin—two folding berths with toilet room, wardrobes and dresser. Each room is tastefully finished and appointed.

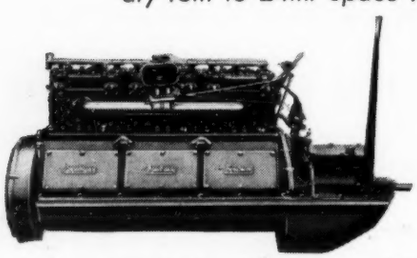
● The hull is double planked, cedar inside, mahogany outside—11 ft., 6 in., beam, and draft of 3 ft., 6 in.

● The bridge deck is partially enclosed, the after cockpit open.

● The power plant consists of one six cylinder 180 H. P. Speedway engine arranged underneath bridge deck.

● Ready for immediate service in Southern waters, or design may be duplicated with modifications that will meet your personal requirements for early Spring delivery. ● ●

*See this fine craft at the New York Motor Boat Show, Grand Central Palace, January 16th to 24th. Space A-3, Main Floor.*



SPEEDWAY ENGINE
MODEL MP, 180 H.P.

Speedway Engine Exhibit Space 407, Fourth Floor

CONSOLIDATED SHIPBUILDING CORP.

DESIGNERS AND BUILDERS OF PLEASURE AND COMMERCIAL CRAFT AND THEIR PROPELLING MACHINERY SINCE 1885

MORRIS HEIGHTS • • NEW YORK


### Thirty-Five Feet of Harmony

(*Continued from page 91*)

and two swinging berths; three large and several small lockers; large sideboard with three deep drawers; lockers and drawers under the berths; chart locker and deep drawers for instruments; drawers at each end of table, and storage for bedding in back of the swinging berths. The headroom is six feet, three inches.

The galley is more than five feet long, occupying both sides of the boat with not an inch of space wasted. It has a Shipmate range. Below the stove is a coal locker that holds enough fuel for two weeks' cruising. I use Ford charcoal briquets for kindling and for short fires in warm weather, and nut coal when a longer fire is wanted. A single burner alcohol stove is sometimes used in hot weather. The ice box holds 200 pounds of ice, which usually lasts eight days in average summer weather. Two Monel covered dressers give the cook ample working space. Locker, drawers and shelves provide storage space for dishes, utensils and supplies.

Forward of the galley is a large toilet room. This room is light and airy, having three portlights which are always left open when at anchor, and much of the time when under way. Rain does not come in, due to the flare of the sides of the boat. Besides the usual fixtures, there is a medicine cabinet to starboard, and a linen locker to port.

The spars are hollow, of Sitka spruce. The mast is of triangular section; the main boom has rectangular section. The standing rigging is galvanized aircraft strand set up with Tobin bronze turnbuckles. This is the most satisfactory rigging I have ever used. There has been no noticeable stretch, and no adjustments were necessary during the entire season. Running rigging is of galvanized flexible steel rope and balloon rope. All fittings are of Tobin bronze. The radio antenna runs down inside the mast.

The motor is a four-cylinder 12-horsepower Falcon, with two to one reduction gear, turning a two-blade Hyde feathering propeller. It is remarkable how this little motor of only 2½-inch bore will push such a heavy hull at the speed it does. In calm weather it gives a cruising speed of six knots and a maximum speed of seven knots.

Principal dimensions of *Harbinger* are: Length over all, 35 feet; length waterline, 31 feet, 6 inches; extreme beam, 10 feet; draft, 5 feet, 11 inches; displacement, 22,000 pounds; ballast, outside, 9,000 pounds; sail area, 680 square feet.

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### Down the Danube in a 28-Footer

(*Continued from page 80*)

represent a class of their own. In circumstances very different, usually, from those to which they have been bred, and bored with pulling freighters up and down the river, they are glad of any kind of change.

Breakfast was not finished the next morning when our pilot, a very congenial looking Hungarian, arrived. We started immediately. Directly below Drenkova the blasted-out channels begin, and there are many whirlpools and a rather swift current. At times it is easy to imagine that you are on an inland lake; you have no idea where the river goes on. In the narrow passes the holes chiseled out by the Romans to fasten the beams for their road along the rock walls can be seen. The Kazan Pass is probably the most beautiful part of the 120-kilometre cataract section. There are many Turkish and other fort ruins along the river, telling of the tremendous struggle for the control of the Danube, which even now is not settled.

(*To be continued*)

# ABOARD THE "ARAS"

as on the finest yachts launched this year and now building

From colorful bath ensembles to snowy table damasks; from soothing linen sheets to fetching tea service spread under a deep southern sky, every item of linen for the new "Aras" has been supplied by Mosse. Nautically correct, strikingly original, exquisitely monogrammed with typical Mosse *finesse.*

For craft large or small, Mosse's authoritative linens provide the most important final touch, yet one of the smallest items of cost in a yacht's outfitting. ***Designs and estimates are furnished without obligation to present and prospective yacht owners.***

*Mosse will Exhibit at*
*The New York Motor Boat Show*
*January 16th to 24th*

# MOSSE

NEW YORK: 750 FIFTH AVENUE · SAN FRANCISCO: 478 POST ST.

# GREAT LAKES CRAFT

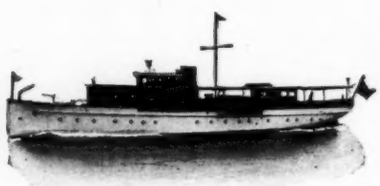
THE appealing beauty and striking lines of the latest Great Lakes Custom Built Cruisers are calling forth expressions of the greatest admiration.

For those who demand a full measure of every cruising luxury combined with highly developed performance a Great Lakes Custom Built Cruiser will be a faithful interpretation of individual requirements.

Among yachtsmen everywhere is a growing conviction that Great Lakes Cruisers represent the utmost in design and craftsmanship.

MARBO — 75-foot cruising yacht owned by Robert G. Hascall, Esq., of Cleveland, Ohio.

COMOCO — 98-foot Diesel yacht owned by R. W. Judson, Esq., of Detroit, Michigan.



RHEA III — 103-foot Diesel yacht owned by Charles A. Munroe, Esq., East Greenwich, Connecticut.

*Whether you are interested in suggestions for a boat built to your order or one of our standardized models, your inquiry will receive prompt attention.*

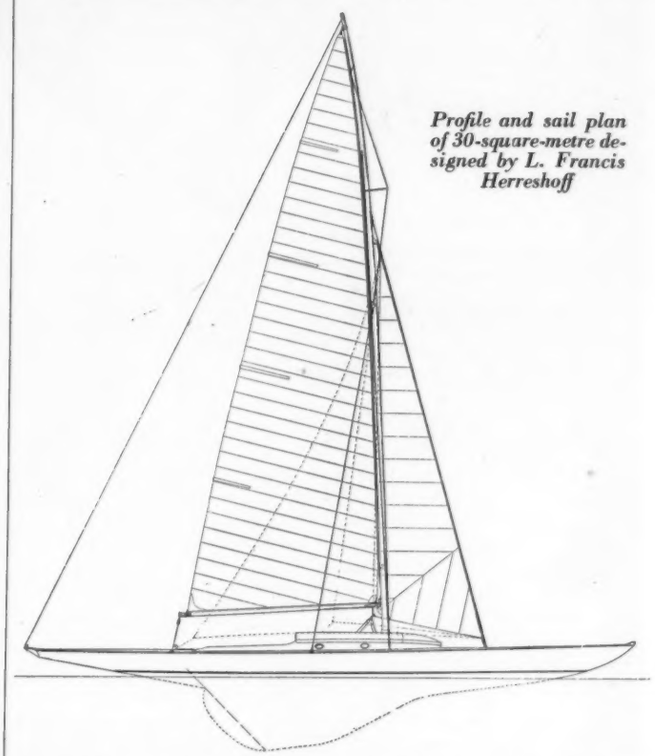
GREAT LAKES
BOAT BUILDING CORPORATION
3250 NORTH WASHTENAW AVENUE
CHICAGO

*Builders of the Finest Cruisers*


## The Thirty-Square-Metres

(*Continued from page 83*)

Then all hands went ashore and had a delightful meal at the yacht club. After lunch the wind was even stronger than in the morning, about 40 miles, and the sky overcast, with rusty gray-colored clouds, but as the water was warm and no rain or squalls in sight, the races were again started. The same course was used and several of the boats were reefed down. *Michl* and *Oriole*, however, were not. At the beginning of the race *Bacchant* was doing very well with a few turns on her rolling reefing boom, when some of the gear broke, so *Oriole* rounded the weather mark first, closely pressed by *Michl*. The other boats were left even farther behind than in the first race, and all attention was directed to *Michl* and *Oriole* which were having a most spectacular



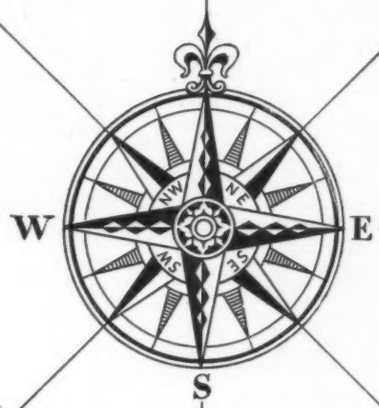
*Profile and sail plan of 30-square-metre designed by L. Francis Herreshoff*

struggle as they ran neck and neck over the breaking seas with spinnakers rising up like parachutes. On this leg these boats made about 10 m.p.h. First one and then the other would shoot into the lead as the quartering seas lifted them along, and the picture they made was quite exciting to watch. About this time the Six-Metre was so far behind that she dropped out of the race, the A & P's and the others struggling along in the rear.

Reaching to the finish, they crossed the line with *Michl* and *Oriole* again only a few seconds apart, soon followed by *Bacchant* which did not take the heavy weather as well as the two leaders. *Oriole* and *Michl* were now tied, each having beaten the other one race by a few seconds. The next morning, in the still strong southwest storm, *Michl* won the sail-off by a few lengths.

These races showed two very interesting things. First, that we can design and build Thirty-Squares that are as fast as the German or Swedish boats, for the *Bacchant* (Swedish design and build) was beaten in both races, although she was sailed by Commodore Welch. *Michl*, supposed to be one of the fastest of the German boats, was very expertly sailed by Mr. Shuman, one of the best small boat sailers at Marblehead, and beat the American *Oriole* by a few seconds only. The other

# Wamsutta Establishes a New Service to Yachtsmen •

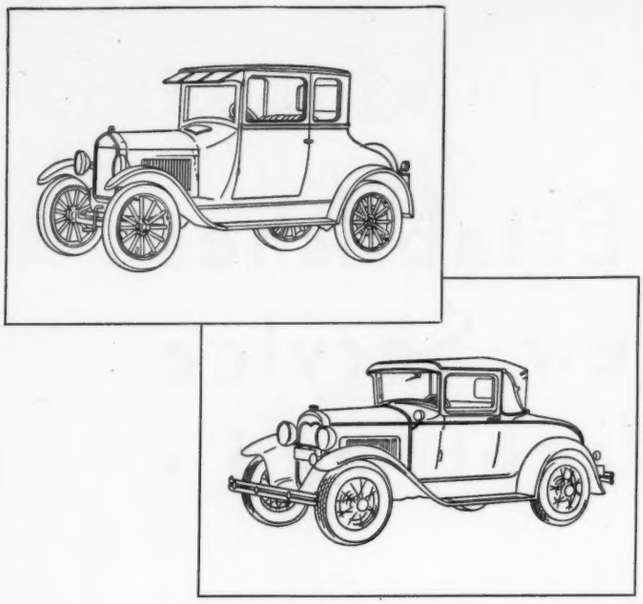



In order that the requirements of yacht owners may be more intelligently considered and better served, we have added to our organization Mr. Frank Munro, a yachtsman, who is now at your service . . . Mr. Munro has sailed and handled boats of all types and has had many years' experience on race committees. He will act as adviser with the owner, the sailmaker, the ropemaker, and the mill, and will answer all inquiries which have to do with Wamsutta Yacht Duck, especially as they relate to your own requirements for any size of boat.

Wamsutta Mills, New Bedford, Mass.

## WAMSUTTA YACHT DUCK

HOWE & BAINBRIDGE • 220 COMMERCIAL STREET • BOSTON



# Every boat buyer today has the right to expect *real progress* in boatbuilding

THE PUBLIC asks of any large industry a continually better, more satisfying product. We've seen the result in the motor-car industry.

Dunphy Boats for 1931 will be a striking advance over the motor-boats of 1930. These boats will introduce a new type construction and many new performance features, including superior riding qualities and higher speeds. The contrast will be especially marked in the small popular inboard type, of low price.

These boats will be faster, easier to operate and more comfortable than you expect a boat to be. You will experience a feeling of utmost confidence and safety when you drive them..

The painstaking development of these 1931 boats was unhampered by any consideration other than the sincere belief in giving the public more real value than ever before.

*Warning to Dealers*

The public is not going to buy adapted or restyled models in 1931. People today are demanding more value for their money than last year. Don't handicap yourself. Write or wire for full particulars today, to Dunphy, Eau Claire, Wisconsin.

See these brand new Dunphy Boats at the Show.

**DUNPHY BOAT MFG. CO.**

**Eau Claire, Wisconsin**

interesting thing is how or why the Thirty-Squares beat the Six-Metre and the A & P boats. The Six-Metre, while a good, wholesome boat, has no cabin accommodations and about 120 more square feet of sail. The A & P boats, besides having no cabin accommodations, are not built to any rule or restricted in any way, so one cannot help thinking they should be fast. Although they have about 80 square feet more sail area, they were easily beaten by the Thirty-Square-Metre boats.

How such large hulls can be driven by such small sail area seems a mystery to everyone. The boats are not only long, but they are wide and high, for any increases in length have to be accompanied by an increase in beam and freeboard so that the latest Thirty-Squares with compare with an "R" boat about as follows:

| | "R" Boat *Live Yankee* | 30-Square-Metre *Oriole* |
|---|---|---|
| L.O.A. | 39′ | 39′ |
| L.W.L. | 26′ 5″ | 26.75′ |
| Beam | 6′ 5″ | 6.77′ |
| Lowest Freeboard | 1.5′ | 1.55′ |
| Displacement | 12,600 lbs. | 5,500 lbs. |
| Sail Area | 585 sq. ft. | 320 sq. ft. |
| Cost in 1930 | $8,500.00 | $5,000.00 |

Great interest is being aroused in the Thirty-Square-Metre boats on the Pacific Coast and on the Lakes, as this probably will be one of the classes in the 1932 Olympic games at Los Angeles.

The sail plan shown is identical with that of *Oriole*, a slightly improved hull.

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### Yacht Racing Strategy

(*Continued from page 92*)

all but two of whom have stood straight on from the buoy. As they are two against six and are trailing, the skipper will disregard them for the present and devote his efforts to preserving his position in relation to the six boats on his port hand.

In Fig. I, A's position and that of the leader are shown, shortly after he tacked to starboard, as A2 and B2. If B were to tack here, they would meet at P, and A would again cross under B's stern, but if at the moment B tacked the wind veered to south, their courses would cross at P′ and A would now have a clear lead of between sixty and seventy yards. For anyone wishing to analyze these positions trigonometrically, the calculations would be made by taking the bearing of B, 43 degrees off the port bow, and solving the equation:

$$\text{Tangent } y - 1 = \text{A's lead}$$

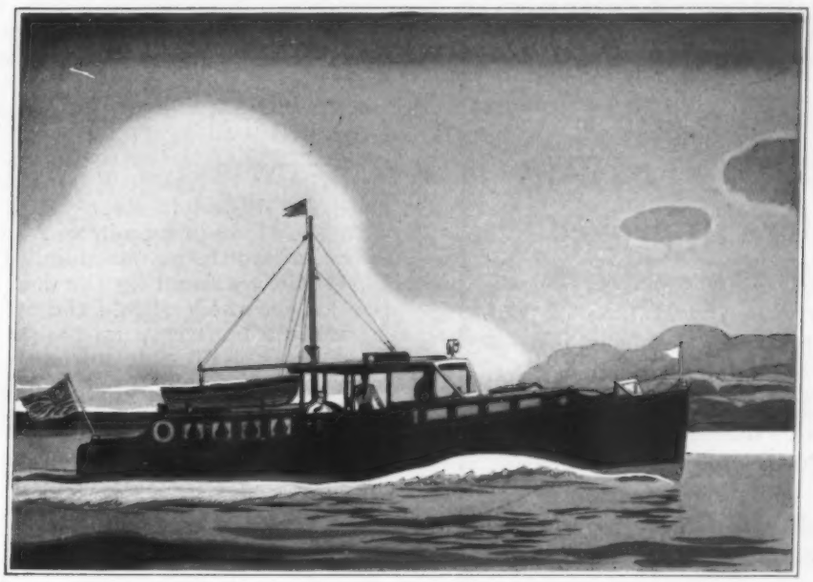
As the measure of all the angles is known, the functions of y may be found from:

$$\text{Secant } a = \text{secant } y$$

Or, the hypotenuse of the triangle B2 P A2, the base of which is known (200 yards), is also the hypotenuse of the triangle A2 P′ B2 or the secant of y, from which is derived its unity, A2 P′, and its tangent B2 P′, the difference between them being 66.98 yards, or a distance equal to P′A3, A's lead.

On board an America's Cup defender, where there is time and space for the use of sextant, slide-rule and tables, calculations such as these are made with accuracy, but in small racing yachts, the facilities are lacking. The skipper must content himself with approximate bearings and, in a case similar to the one under discussion, the knowledge that a shift of wind one point in his favor means a gain of about forty yards for every

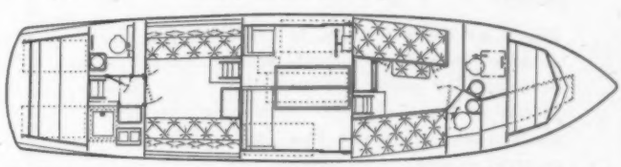
# For *an* *Unknown* Yachtsman



Length 42′ *O. A.* Beam 10′3″. Draft 2′11″. *Six cyl. Sterling Petrel, 175 H.P. Speed 18 m.p.h. Gasoline 260 gal. Water 120 gal. Double planked throughout: outer planking, topsides, and houses natural finished African mahogany. 9′ mahogany trim dinghy, boom and tackle hoist. 8 h.p. Universal auxiliary engine for trolling. Monel metal fittings.*

*Oh, we were a-sailing*
*to see what we could see*
*Down on the coast*
*of the High Barbaree!*

He's the kind of a fellow who likes the smell of tar, reads tales of high adventure on the Seven Seas, secretly envies the rake-hell corsairs who ruffled it on the Caribbean in the days of Morgan and Drake. ★ ★ Some day soon, whispers a tempting little deep-down voice, he's going to get himself a real vessel; a staunch, able, *well-built* craft that can go places and do things, one that will put to sea and keep to sea, and keep her owner comfortable and happy in mind and pocket the while. Just such a craft, in short, as the Lawley 42-foot Special Cruiser. ★★ This sea-going little vessel is custom-built to a standardized design from the board of Paine, Belknap & Skene. And she's *all* boat, a worthy product of the yard that has made "Lawley-built" a synonym for superlative craftsmanship wherever and whenever master mariners gather. Be sure to come aboard the Lawley Special at the New York Motor Boat Show. You can order a duplicate on individual contract and you will find the price surprisingly reasonable.



After Cabin:— *Spring transoms, with spring backs hinged to swing up and form extra berths; bureau, closets and toilet.* Forward Cabin: — *Two built-in spring berths; bureau, closets and toilet.* Forecastle:— *Berth and toilet. Galley and ice box aft. Forced ventilation and Lux fire system.*

## Geo. Lawley *and* Son *Corp.*

NEPONSET, MASSACHUSETTS

*Builders of Fine Sailing and Power Yachts for American Sportsmen since* 1866

FIRE EXTINGUISHING EQUIPMENT

Carbon Dioxide

YACHT TYPE SYSTEMS

Underwriters Approved

IF YOUR BOAT is C-O-TWO equipped you can banish all fear or dismaying pictures of your craft as a roaring furnace or an exploded mass of wreckage. When Fire's fatal finger singles you out — you have simply to push the release. Immediately from every danger point, C-O-TWO gas, the deadliest enemy of fire known to man, pours forth. Swiftly and surely, the fury of the fire subsides. Gasoline and oil flame are quickly smothered. And what's more — there's no damage to machinery or equipment, for the gas is harmless.

The C-O-TWO System is alike adaptable for the smallest runabout or largest yacht. It consists of carbon dioxide gas under pressure in steel cylinders, with an especially designed and patented equipment for discharging this gas either automatically or manually.

*At the conclusion of the greatest year in its history, and at the beginning of this new year, C-O-TWO offers to boat owners and boat builders New Models at attractive prices.*

*The C-O-TWO System is available for the smallest runabout or the largest yacht. A booklet and price list describing the simplicity of the C-O-TWO System will be sent on request. Address the factory or your nearest dealer.*

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C-O-TWO FIRE EQUIPMENT CO.

*3700 East 9th Street, Los Angeles, Calif., U. S. A.*


hundred he has split with his opponent. For a half-point shift the gain would be almost in proportion, and shifts of more than a point make so great a difference that the result is obvious without resort to figures.

Assuming that the wind still holds its original direction, it is certain that before long some of the boats under our skipper's lee bow will try a tack to the westward. It is of great importance to his plan that the remainder of the fleet stick together. When a single boat attempts to stray to the westward he may be able to drive her back by coming about directly on top of her. If this proves effective in bringing the other back to the starboard tack he will, of course, follow, being careful, however, to give the chastened one a clear wind and at the same time be in a position to repeat the maneuver in case the need arises. Eventually, either the leader, whom he cannot cover, or a group of the others, will force him to the port tack. As the fleet becomes scattered, he will center his attention on the more dangerous boats, endeavoring to keep them close at hand but always holding to the westerly berth.

In Fig. II the first position, A1 B1 C1, shows A being forced toward the westward limit permitted in his plan. This limit, indicated by the dotted line, is the line of position on which, should the wind veer to south, the mark could be fetched on the starboard tack, and beyond which he cannot consistently go without danger of overstanding. Its position will be located when the mark bears S.E., or one point forward of the beam on the port tack.

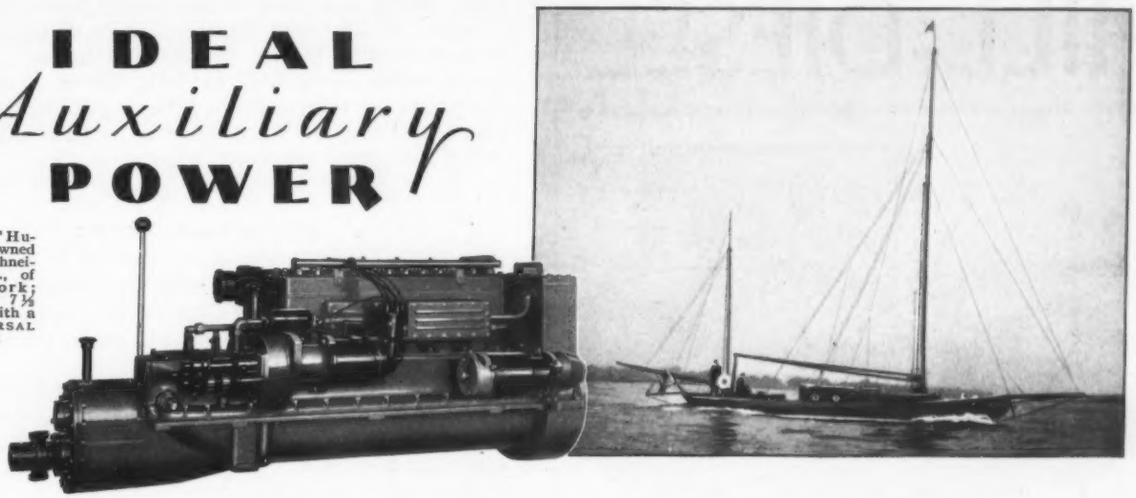
A has now reached a point where his tactics are reversed, though the principle of his strategy remains unchanged. For the remainder of the beat to windward his object will be to sail as close to the line of bearing as possible and, at the same time, strive to keep his rivals off, either to the eastward, where they will still be on his port hand, or to the westward beyond the line, where, if the shift of wind comes, they will have overstood.

Coming about, he stands over to meet B and C, and as they approach he sees that A will be able to cross him, while C has not quite enough lead to attempt it. B, with the inside turn at the mark in mind, is quite willing to exchange places with A and continues on as C is forced about and ceases to be a factor for the time being.

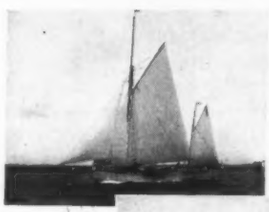
It is quite possible that B will tack close aboard and hold A under him all the way to the mark, in which case A's chances of profiting from the long-hoped-for southerly are gone. On the other hand, there may be other close competitors who are holding to the port tack and need watching on B's part, equally with A and C. This will be a strong argument for B to place himself at once in a position where he can fetch the mark on the starboard tack with the rest of the fleet either in his wake or where they must eventually approach him on the port tack. In such a case, A will hold his present tack for a time and then come about and follow B until the bearing of the mark shows that he is on his line of position. Here he will take the starboard tack again as B, who has reached a point from which he can fetch, does likewise (position 3). From now on little remains for the skipper but to sail his boat and redouble his prayers to Aeolus. As he is constantly sagging off from his line, he should make a short hitch to recover it when practical, for once the wind has veered, the port tack will be the losing one.

The diagram shows the wind shifting to south just about the last moment that it could save A. The fifth position is drawn assuming B's speed, with sheets started, equal only to A's, still close-hauled, whereas B would probably be much closer and might even secure an overlap for the turn. The result indicated is, perhaps, a remote possibility, but one that A is justified in anticipating as long as there is a chance left. Should the weather mark be reached without a change of wind, it is

# IDEAL *Auxiliary* POWER



Yawl; "Hutoka" owned by F. Schneider, Jr., of New York; makes 7½ knots with a UNIVERSAL SIX

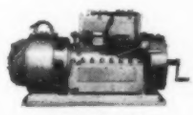


Yaw! "Tigress" owned by S.P. Curtis of Philadelphia — a 56-ft., 25-ton boat using a SUPERFOUR as auxiliary power

Schooner "Widow" owned by Robert H. Moore, New York; good for 7½ m.p.h. with FLEXIFOUR as auxiliary power

## *Why*
## Universal Silent Reduction Drives *are better Auxiliary Power —*

1. **Less engine room required**
   An entire cabin can often be saved for passenger use.
2. **Less gasoline and oil consumption**
   4 miles per gallon of gas at half speed in many 50 ft. yawls.
3. **Quietness**
   No vibration. No gear noise.
4. **Better boat control**
   Larger propeller turning over wider speed ranges.
5. **You can fight a real storm**
   The large propeller plus the enormous pulling power of reduction drive motor makes for safety.
6. **Lower first cost**
   Save ¼ to ⅓ the cost of a direct-drive motor capable of turning same propeller at the same r.p.m.
7. **Long life**
   More than 5 years of hard service have proved dependability of Universal Built-in oversize Herringbone Gear construction. Same type used by U. S. Navy and ocean liners.



Universal Marine Electric Plants 1½ to 35 KW, A.C. and D.C.

# UNIVERSAL *Silent* REDUCTION DRIVE

An auxiliary motor must be as small and compact as possible.

Yet to handle a heavy boat, a large, slow-turning propeller is needed—apparently an impossible combination.

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The Universal Reduction Drive Motors turn at medium speeds — the most economical motor speed. The propellers turn at slow speed . . . the most economical propeller speed . . . the finest combination money can buy, yet the first-cost and cost of ownership is much less than any comparable direct drive motor.

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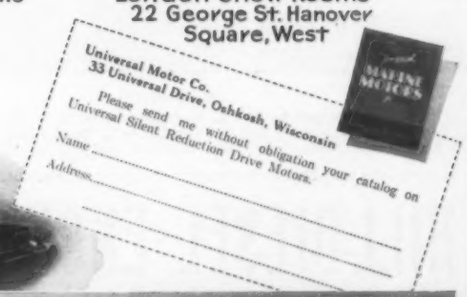
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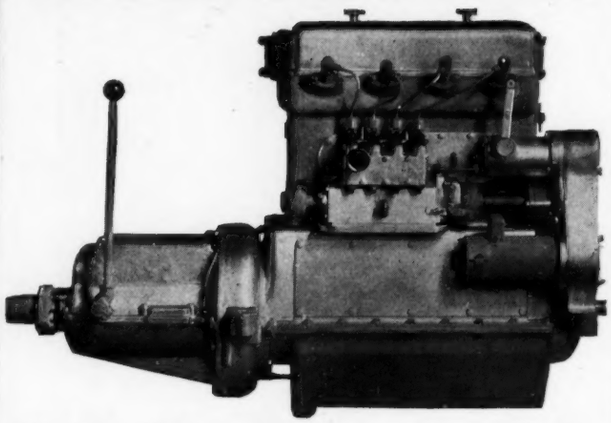
**100% MARINE MOTORS**

*"Tho far you roam - they'll bring you home"*

# HILL-DIESEL



This is the Diesel Age and here is a small Diesel for auxiliary-schooners, yachts and small craft, requiring a 30 to 40 H.P. engine of light weight and restricted dimensions.

This Little Aristocrat as illustrated weighs 857 lbs. net and is 48½" in length.

NAOMI III
Owned by Mr. L. B. Jones, Rochester, N. Y.
Designed by Cox & Stevens, Inc., New York, N. Y.
Auxiliary Power is a HILL-DIESEL 4-Cylinder 3½ x 6 Engine

## HILL-DIESEL ENGINE CO.

244 MILL STREET

LANSING, MICHIGAN, U. S. A.


unlikely that the southerly is in the cards for this afternoon, as by now the tide has turned flood and it is long overdue. In any case, the final stage of the battle will be a matter of tactics and good handling for, with a broad reach home and at least three boats in close company, A's chief concern is the security of his present place, and only in its defense is he justified in luffing out of his proper position.

---

### How to Build a Sharpie

(*Continued from page 89*)

Take the caulking, preferably stranded cotton, and drive it into the seam with the wedge or a putty knife, or at the ends of the seams, with a screw driver. Fill the seams evenly and fairly tight.

*Do not* drive caulking in seam at edges of bottom, between planking and side boards, that is, against nailings. The caulking will swell and pop off the planks. The caulking laid when planking should be sufficient. If leaks develop, fill with plenty of copper bottom paint.

Making tight is not easy. The bottom seldom gives trouble, but at the rudder socket and stern, and at all unexpected places, leaks show up and cause trouble. Make tight with caulking as far as possible. Then use white lead inside and out in corners, drying the boat before applying. A coat of paint does wonders, too, but all this should be done after all caulking is completed.

24. Painting — Paint inside, thinning for first coat.

Paint bottom with brown copper paint direct on the wood, giving two or three coats. Green looks better, but does not stay on as well.

Paint some kind of a design on the sail (Details R & S) using one-third or one-quarter oil and the rest turpentine. Outline design in black about one-half inch wide. Two are shown, but the possibilities are endless.

25. Modifying the Designs — It would be doubtful policy to modify the design of the hull. From Mr. Ives' letter, it would seem that I have developed the design somewhat along the same lines as the fishermen did, namely, toward a deadrise skiff. The older sharpie had a long overhang aft, but actual analysis of the design does not favor this, and *Minnow* keeps going right into a sea, as the others did not. Do not put on a skeg, or change the rudder, for it is a joy to sail with the balanced rudder. The centerboard, however, may be moved forward or aft, at will, to suit any sail plan you may prefer.

Personally, I like the two masts on an 18-foot boat, though I never could bring myself to move the boom up the mast and reef along the mast as the old sharpies did. On my 18-footer I had a gaff sail forward, but the gaff was a nuisance. Do not have any stays on the mast — there is a tradition to the effect that the spring of the mast helps the speed.

A sloop rig should be good for the larger boats, but whatever rig is used, be sure the center of the total sail area comes over the center of the area of the centerboard.

If a boat larger than 18 feet is to be built, increase the depth of the side boards as well as merely lengthening them, as shown, so there will be more freeboard aft.

26. General Points — It is well to have the boat decked — you can tip without taking water over the lee rail. A cover on the centerboard box is worth having, as water shoots up in a chop. For a small boat, though, the open model is very handy for rowing.

When sailing before the wind, pull up the centerboard. One trial will show you why.

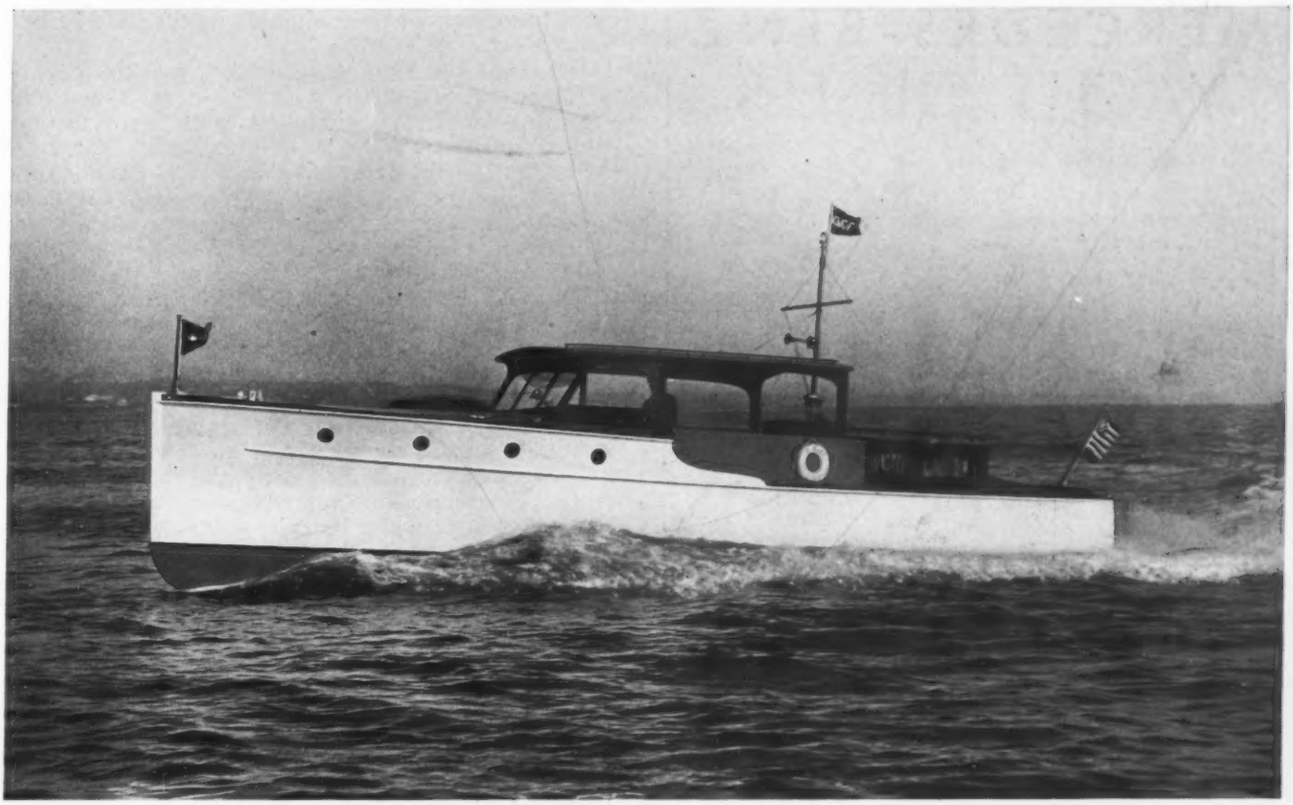
Do not use ballast and try to carry more sail — you lose thereby.

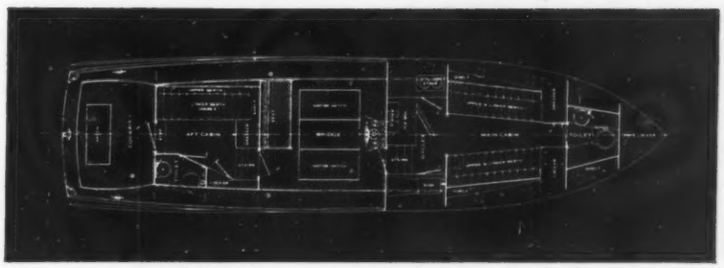
My father's plan of 1880 is said to have steered with an oar. This should help in a race, but I found it a nuisance.

*that open* new *fields to*

# CRUISERS

*The 39′* — In every line and every timber this new A.C.F. model carries on the A.C.F. standards. Built with unusual staunchness—thanks to A.C.F.'s special "shelf construction"—





yet lighter and speedier than most boats of the same size, this 39′ will give satisfactory service year after year. Larger than the 30′, it includes many additional conveniences.

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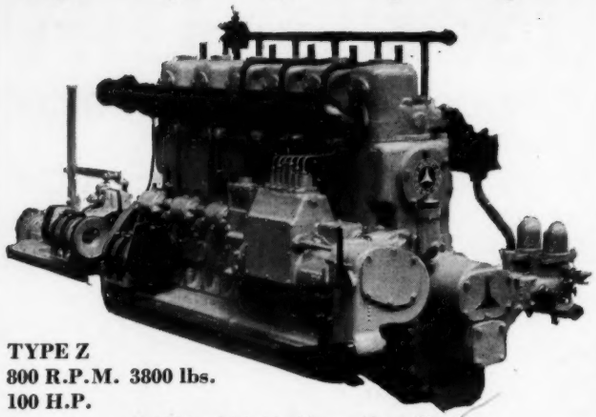

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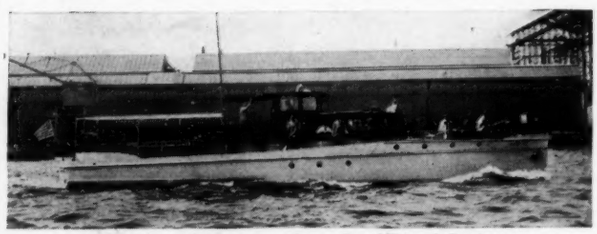

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DUTCH YACHTS

STEEL DIESEL CRUISERS

$10,400 40-ft.
$17,300 45-ft.
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ALL TEAK OR STEEL CONSTRUCTION

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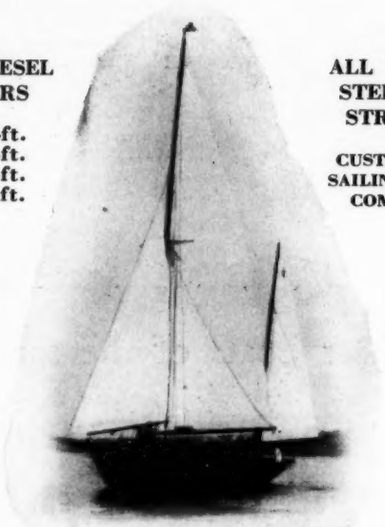

*All teak yawl "Delight", delivered in New York 1930*

F. VAN ROSSEN HOOGENDYK
Naval Architects · Engineers · Builders
Graybar Building New York City

## And Now About These Motor Boats

(*Continued from page 68*)

ever, had had enough. There was almost an epidemic of apoplexy when George Townsend again won that historic but troublesome trophy. The town had received the greatest and most widespread advertising since General Putnam galloped his horse off one of its hills to elude the British. But an immense crowd of strangers had filled the streets without pouring forth the torrent of gold the local tradespeople had expected. Motor boat racing was very different from sail boat racing. It was a form of contest in which sailormen could find little of interest — who ever heard of nine sailboats falling apart in a race? — and the club deemed it wise to withdraw from the arena and turn the trophy back to the American Power Boat Association. Luckily, a second boat had finished that race, none other than the stout and worthy veteran, *Miss Columbia*, owned by a syndicate of members of the Columbia Yacht Club in New York. More apoplexy!

The first Gold Cup race, in 1904, was the birth of motor boat racing in this country. It was held by the Columbia Yacht Club on the Hudson River. But times, people, viewpoints and a lot of other things change. Although practically all of the C. Y. C. fleet is made up of motor boats, they are, strangely enough, not motor boats at all. Believe it or not, they are yachts — and motor boats evidently are not yachts, despite Webster and the other lexicon boys. Conveniently, the river was found to be filled with sugar barrels, railroad ties, gasoline cans, pine trees, gloves and other wearing apparel, floating torsos and miscellaneous débris. So, although the 1925 and 1926 races had been held on Manhasset Bay ostensibly under the auspices of the Columbia Yacht Club, the Gold Cup was again, like "Homeless Hector," adrift in a cruel world.

The boating boys at Red Bank had suddenly become regatta conscious. Newport, with one highly successful national regatta under its belt, thought the Gold Cup would look well on its rich list of trophies. So it would. But Red Bank was nearer home and needed it more, and there it went. Two mighty good Gold Cup regattas have now transpired on the Shrewsbury and, with a few revisions in hotel, food and other charges for visiting enthusiasts, Red Bank might be a suitable home for several years for our great motor boating trophy. But it is not to be, unless present plans change.

The Gold Cup is going to Montauk. At that, Montauk is a somewhat better location for it than Lake Victoria Nyanza or Hudson's Bay. Montauk, in spite of the splendid rum running activities that my bootlegger tells me are centered there, is lamentably far from any large group of the population, although real estate developments now transpiring will doubtless attend to part of that when Wall Street returns from Matteawan.

Montauk has no big population clamoring for enlightenment on this great and growing sport and who might, by hundreds, become watery-minded if regaled with the spectacle of a huge pleasure fleet whose carefree owners are happy watching race boats go 'round and 'round. There will be no such fleet present. Montauk is a long way from anywhere by train or motor car. Those who have to attend will be there; the thousands will sit at home and get it by radio or from news dispatches.

Yes, sir, the long avoided secret Gold Cup regatta now looks like a coming reality. But think how secret it could be if held on the beautiful course of the Cannibal-Corinthian Yacht Club in Terra del Fuego!

I may be wrong about all of this. I hope so.

# COMING!

## After 25 Years of Marine Motor Building

BUILDERS OF NATIONALLY ADVERTISED STOCK BOATS USING GRAY MARINE MOTORS

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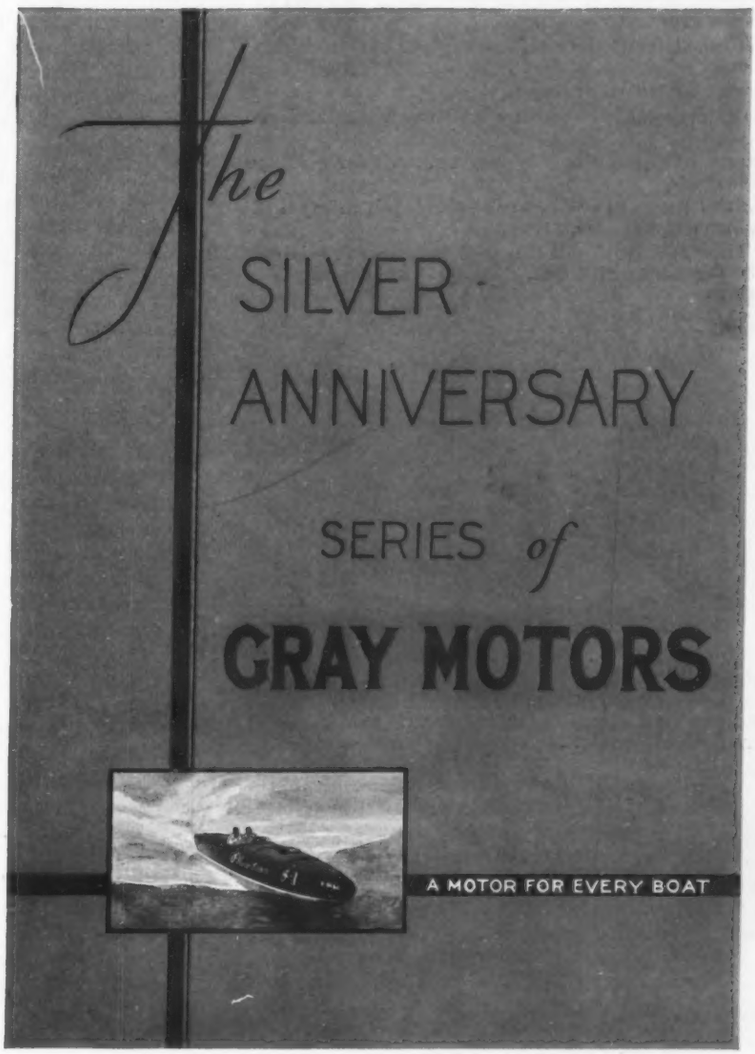


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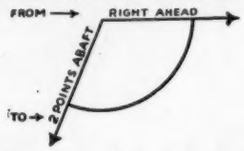
1. Complies strictly with navigation laws.
2. Full arc of visibility (10 points, 112½°)




3. GUARANTEED to pass inspection.
4. As effective with oil as with electricity, wick and bulb being both located at correct focal point.
5. Oil placed so that broad side of flame is opposed to lens, for greatest visibility.
6. Has hinged front door with simplified hinged lens retainer.
7. Stays lit where others go out!
8. Lens guards added to "Class 2" to minimize lens breakage.
9. Modern, compact, heavily constructed, for *quality at low cost.*
10. Result of many years' study of the legal, safety and pleasure aspects of boating.

NOTE: This new National Ten Point Lamp furnished regularly for Class 1, 2 and 3 boats. Larger sizes on application.

Fig. 5191

The TEN-POINT Light is the answer to the growing demand for a modern hinged front combination oil and electric light that complies strictly with the National Navigation Law, particularly that part which requires that the beam of light should show from "right ahead to two points abaft the beam."

Fig. 5051

This new series makes National's already wide line of marine lamps still more complete.

*Write Dept. "D" for descriptive literature and complete information*

NATIONAL MARINE LAMP CO.

National Marine Lamp Co., Forestville, Conn.

*See the* TEN-POINT *Line*

Booth 65-66 New York Show


## Across the Atlantic in "Shamrock V"

*(Continued from page 63)*

the swell kept going down all day, with the breeze freshening. One of *Shamrock's* last big dives snapped the turnbuckle on the weather backstay, but the mast didn't break. We then rigged the backstays with tackles farther aft, which took up some of the jerk. It was fairly warm in the afternoon, and the hatches were opened, but only for a short time because several barrels of water came down through and discouraged us. All hands cleaned ship and we felt better, as we were making good speed.

October 11th was one of the best sailing days of the trip. We had a fair, southwest wind, rather large sea and bright sunshine, but it was impossible to dry anything because a wave lopped aboard every once in a while. We kept busy repairing all sorts of gear. Things were always breaking or chafing, and the blocks, which had no brass pieces over the pins, were forever coming apart. The blocks and rigging of the *Shamrock* were forty years out of date and entirely unfit for the voyage.

At midnight I went on watch and found a freshening northerly wind. Later, while the Captain was sleeping below, I got a big kick out of calling all hands, putting the ship off before the wind, and taking in jib and mizzen. It was blowing and raining like blue blazes. Having reefed the mainsail just before dark, because of a rapidly dropping barometer, we now had a well balanced rig with the full forestaysail. There was a moderate gale just forward of the beam, and we tore along at twelve knots. It was one of the grandest sights of the trip when the moon came out for a while. The seas were tremendous and often sent our feet flying as we hung on to the lifelines. Once solid water broke through the weather cloth and nearly drowned the man at the wheel. I think the old Atlantic had it in for me because I had the idea that the only downright vicious piece of water was off Cape Horn.

When we were pushing her during the gale I would take a flashlight and go crawling around down below, lifting up the floor to see how much water was in the bilge, and examining the beams, frame and planking to find out whether anything was giving way; and also go along the deck to see how the rigging was standing the strain. Many times it seemed as if the ship must break in two. If this happened, the seventy-six tons of lead in the keel would have dragged everything to the bottom in no time. But the *Shamrock* has a wonderfully strong hull for a boat of her type.

In the morning the wind hauled aft a bit; so we set full sail and sometimes made 13¾ knots. If she didn't do over 15 during squalls, I'll eat my shirt. Bad seas broke aboard now and then, but it was worth a dollar-a-look to see her shoot along on top of a huge wave. Up to noon we had made 306 miles in 23½ hours, the fastest day's run on our trip, and record-breaking speed for a craft of this type. During the day we passed the halfway mark; so the rest of our voyage was down hill. In three days, beginning October 11th, we made 711 miles. Everything was wet, dirty, and smelly, but the good speed kept us fairly cheerful. The ship was now covered with chafing gear like a sore finger. Our backstay tackles started to play out under such treatment as they were receiving and we had to double up on them.

The biggest sea that came aboard on the voyage dropped on us the next morning. It knocked the man away from the wheel, and then fortunately tangled him up in the main sheet which prevented his going overboard. Another man standing by grabbed the wheel before the ship broached to. The same sea broke a big plank that we had lashed between the davits to protect the lifeboats.

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*Exide-Ironclad cell cut away to show absolutely different construction.*

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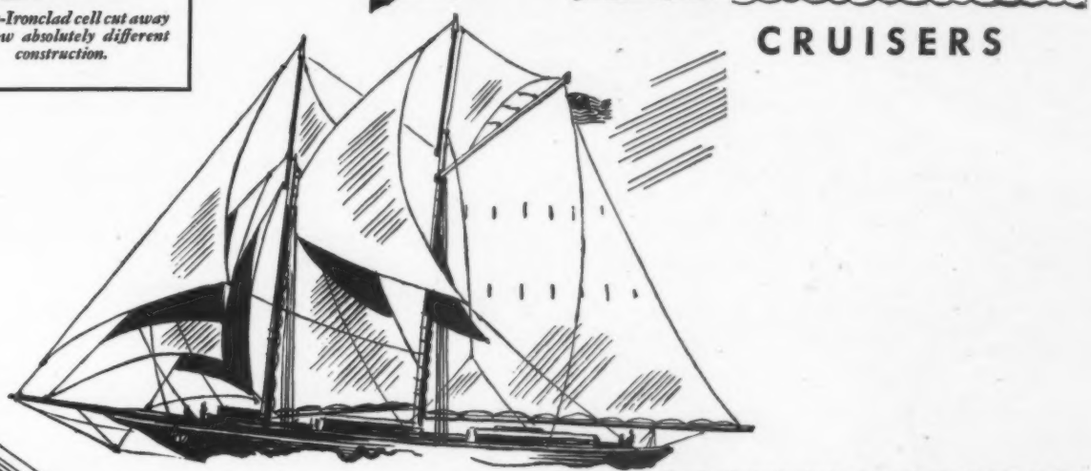
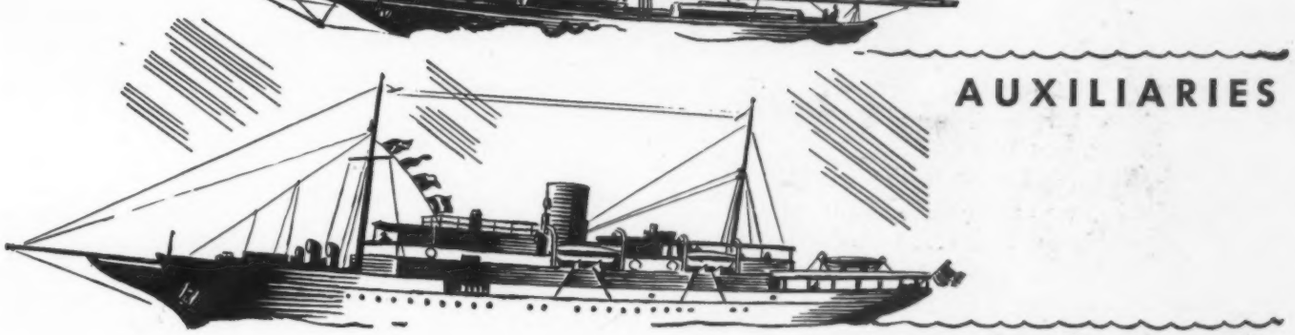


AUXILIARIES



SEAGOING YACHTS

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Figures show that the majority of yachts, over 100′ in length, built in 1930 are equipped with Exide Batteries. This fact definitely indicates the superiority of Exides.

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The absolutely different construction of Exide-Ironclads and their unique slotted-rubber tube positive plate are responsible for the long life, stamina, seaworthiness and low operating cost of these batteries.

Write for our Yacht Battery Bulletin. It will interest you. And if you have time, come visit our Booth, Space 2, Third Floor, at the New York Motor Boat Show, January 16 to 24, inclusive.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

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What is the best speed for your boat? . . . A reliable speed indicator will tell you easily what your boat's most efficient speed is. Then it will help you keep her at that speed . . . A glance at the dial—placed anywhere you wish it—shows just how fast you are running. Once you've used one, you'll never be without it, any more than you'd run a car without a speedometer . . . It's a great help in navigating by chart and compass—a life-saver in a fog—and a constant check on your engine . . . These fully tested, dependable gauges are rendering valuable service on large and small boats of all types from cruisers to outboards . . . There is no connection with motor power, nor towage of apparatus.

NATIONAL MARINE SPEEDOMETER
Outboard Model $18.50 each.

NATIONAL LOG
Models H or J for 35 or 60 M. P. H. $150.00 each.

*Ask your dealer and if he has none on hand, write us direct and give us his name.*

THE NATIONAL LOCK WASHER COMPANY
40 Hermon Street - - Newark, New Jersey
Booth 116 at the Show

On the morning of October 16th the wind let go almost entirely, and the sails were slatting and banging about, chafing badly. At daylight we took the mainsail off the mast to sew on more chafing gear, reseize the track-slides and put in a new tack cringle. The steering gear started to stick, and in order to grease it we had to take the whole gear box apart. About noon we got a cold northerly, with snow and hail. We were just two weeks out and almost exactly two-thirds of the way across.

Everybody had on all the clothes they could get into the following day. A hail or snow squall livened things up every little while. I took star sights for latitude because the sun hadn't been visible at noon the day before. They are harder to get than sun sights when the boat is jumping about. We had only 890 miles to go; and the crew were constantly talking about when we should arrive and what they would do.

On the 19th we had only about 290 miles to go to the Lizard. I took over the watch at midnight with a moderate gale abeam. The wind increased and we took in the mizzen. Then a strand of the weather backstay parted with a bang; so we put a stopper on it and took in the jib. This was done none too soon, because by then a he-man's gale was under way on our quarter. With full mainsail and forestaysail we logged nearly 14 knots from midnight to four in the morning, and on our course, so I hated to take in the mainsail. What a row the *Shamrock* had with old man ocean! Several of the deep-water sailors said they never had been scared before, but that they sure were that night. I lost quite a few breaths myself that night between twelve and six, and then nearly lost my breath for good. Can you imagine a heavy gale shifting from south-southwest to northwest in five seconds? Well, it did!! We had to run south right into the tremendous seas until all hands came on deck to jibe over. Why the ship didn't break in two when we dropped off the edge of those seas we were then heading into, I don't know. It wouldn't have taken us long to get to the bottom because we were half way there already when in the trough of those waves. We jibed over and went along fine until the wind hauled west. Then we doused all sail and set the spare staysail as a squaresail and ran before it.

On the 20th, with the wind west, variable, and light, we slatted around, jibed several times, and made various courses. All hands got a big kick out of seeing a ship this morning. We had kept away from regular Transatlantic steamship lanes on account of the danger of being run down, and this was the first vessel we had seen since parting from our towboat. She was an American freighter, which came quite close, dipped her flag, and blew three blasts on her whistle.

That night we picked up Bishop's Rock Light, on the Scilly Islands, just where it ought to be, and were abeam of it 18 days, 1 hour and 30 minutes from Brenton Reef. From there we took the ship through the heavy traffic of liners, fishermen, and freighters to the Lizard, where we made our number. We had a great time zigzagging around among the vessels, and I got a thrill showing our letters L-PT-N, for the *Shamrock V*. We had made a fast run, thanks to a fair wind for the last fortnight.

Then the whole crew had "Channel fever" and got busy shaving for the first time in three weeks, packing, joking, and telling what big ships they were going to sign on for future Atlantic crossings. About sundown we made our number again at Start Point in hope of having a tug waiting at the Needles in the morning to tow us in.

That night we took in all but the jib to slow us down so we wouldn't arrive at the Needles before daylight. Under full sail we entered the Solent, 19 days, 8 hours

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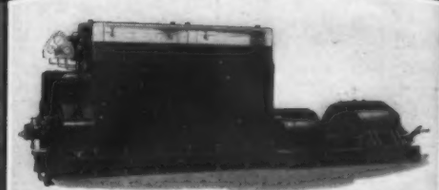
## NEW MODELS AT NEW YORK MOTOR BOAT SHOW

## Space J Main Floor

Type YDH. Generator Set
20 K.W. to 500 K.W.

Type YDH. 25 H.P. to 175 H.P.

Type VDM-A 85 H.P. to 840 H.P.



Type VDM-B Generator Set
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*"New Jersey"*

**No. 339**

**Yacht Sea Green**
**Anti-Fouling Composition**

***The Latest and Most Powerful Paint Perfected for the Protection of Yacht Bottoms***

▼

**SPECIFICATIONS:**

**COLOR — Light Sea Green**

**FINISH — Gloss**

**SCRAPING — Not necessary. Wears down evenly. Saves labor charges**

**REPAINTING — Hand scrub brush, to remove slime, and apply paint as found in the can**

**RESULTS — A perfect racing bottom, well protected against worms and barnacles**

***Yachts in southern waters and tropics found to be absolutely clean, when hauled out after a full season in warm waters.***

▪

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**MOTOR BOAT SHOW**

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**480 Lexington Avenue, New York City**

**FRIDAY, JANUARY 16 *to***
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**New Jersey Paint Works**
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*Wayne and Fremont Streets*
**JERSEY CITY, NEW JERSEY, U. S. A.**

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out. It was a grand sight, early in the morning, passing the chalk cliffs of the Isle of Wight. The green fields and white houses on the mainland looked wonderful, especially after so many days of very rough sea. But we did get a head wind the last five miles where we had to beat past huge ocean liners, which we learned later had taken quite a trimming in the storm that did us up the third day out.

Just before we got to Southampton we finished the last of our crackers. Only a quarter mile from the moorings, a motor boat took our line so we could drop our sails before making fast. Then customs men, port officials, and newspaper reporters came aboard while we were packing and cleaning up to go ashore. We carried along part of our baggage, engaged rooms, and went to the immigration offices to have our passports stamped. Then for a turkish bath and a big feed, which went strong with all of us, but especially with Peterson, who had lost 20 of his 220 pounds. Not having shut my eyes for 22 hours, sleep in a nice big bed was a luxury. The last thing I was conscious of was vowing that if a *Shamrock VI* came challenging across the sea she would have to get back as best she could as far as I was concerned.

---

### A Power Boat for Maine Waters

(*Continued from page 74*)

built 25-foot Hampton boat under construction, and I liked the workmanship so much that I placed my order at once. The cost, with a 40 h.p. Roberts equipped with self-starter and built-in reverse gear, figured out around one thousand dollars.

To those who are accustomed to the conventional yacht construction, a strip-built boat is a novel sight. Although the type belongs to what seems like an old Maine tradition, Captain Eastman, veteran of many long years in command of coasting schooners, tells me that he remembers when the first one was built.

The method of constructing a strip-built boat is both simple and effective. It is rather surprising to me that some of the naval architects who lay out plans for amateur boat-builders to struggle with, have not made a study of this method with a view to adapting it to the needs of amateurs. It eliminates so many of the problems — steaming, bending and shaping — that it ought to appeal to those who are not experienced with tools.

In Mr. Gomes' shop the method was graphically illustrated by the craft I saw under construction. There was the long, straight keel made of a yellow pine. The moulds were in place, as in the system of conventional construction, but there the similarity ended. The hull was being built up of long, narrow strips of clean, knotless wood, an inch and a half in width and an inch in thickness. These had been bent around the moulds and planed where necessary, to give them the proper bevel. The strips were secured to light frames, and each strip was also fastened with many galvanized nails to the strip below. The waterways are put together in the same fashion. The stern and the short after deck only are planked. The hull of the boat, fastened in this way, becomes virtually a solid piece of wood, remarkably resistant to strains and stresses of all kinds. But, if a Hampton boat is stove in, it is a hard job to repair.

The keel of my launch was laid early in April, as Mr. Gomes had promised. Practically single-handed, he built the launch complete in a little over a month. By the first week in May she had been launched and turned over to another man to complete the work of installing the engine. She had hardly slipped into the water before Mr. Gomes was busy on the construction of another launch. When I went to take delivery Mr. Gomes rowed out to the mooring to bid her farewell.

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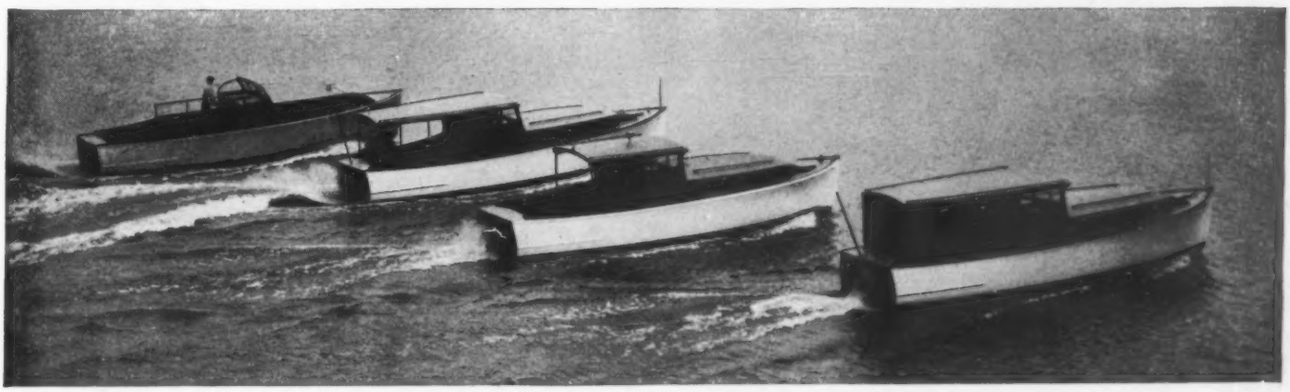

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A palatial apartment cruiser with staterooms en suite. Luxurious accommodations for 6. New refinements and conveniences. Universal Motor, speed between 13 and 15 miles per hour. Proven Eldredge-McInnis hull. Operating cost as low as 4c per mile.

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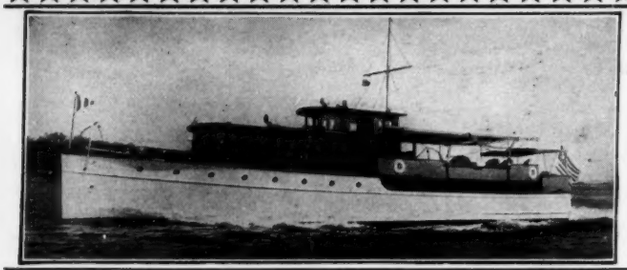
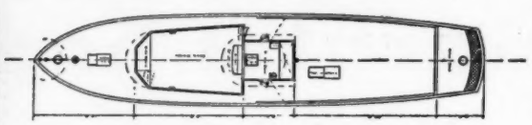


# The Peer of all 77-footers

OUR standardized 77-foot Cruising Yacht, placed on the market four years ago, has become so popular that it is conceded to be supreme in its class. No other boat is like it. Amazingly seaworthy, built for long service, beautiful in design, completely equipped, exquisitely finished, luxuriously furnished — swift, powerful and reliable under all weather conditions — it is truly the most noteworthy example of skilled marine craftsmanship offered in years.

If you are interested in this size Cruiser, you must see our model. You will be amazed that such magnificent quality can be built into a 77-footer. Demonstrations may be arranged by telephone. Full detailed description, exterior and interior views, mailed on request.



SPECIFICATIONS

16-foot Beam
Double-planked Hull
Teak Decks
Mahogany Houses
Two Double Staterooms
Two Single Staterooms
Two Bathrooms
Captain's Stateroom adjoining Pilot House
Quarters forward for Crew of Four
Combination Dining and Living Room in large Deck House
Galley running full width of boat
Frigidaire Ice Machine
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15-foot Tender
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Unusual appointments and Refinements
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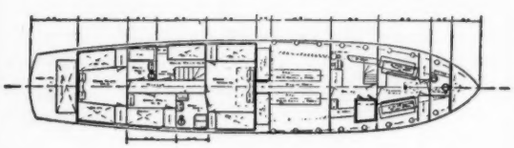

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He seemed as pleased, and rightly so, as any artist would be upon the completion of a picture. "She's a pretty boat," he said several times. "Just about as good as any I ever built."

Men like Mr. Gomes build their craft by the good old-fashioned rule of thumb. A model is whittled out until it satisfies the eye, and then the moulds are constructed from the lines of the model. The moulds which Mr. Gomes uses show how, with the building of successive craft, his ideas have been modified to bring about what he considers more satisfactory lines and greater seaworthiness. Extensions here and there on the old moulds tell the story of the progress of his ideas and show where he has wanted a little more beam, a little greater flare, or perhaps more freeboard. It is a pity there are not craftsmen of the type of Mr. Gomes in every harbor of the coast. They keep the modern science of boat-building in touch with the art of the past. They will never be called upon to design or build defenders of the America's Cup, but they have an instinctive sea wisdom which is denied some graduate N. A.'s.

---

## "Me and Cotton Mike"

(*Continued from page 95*)

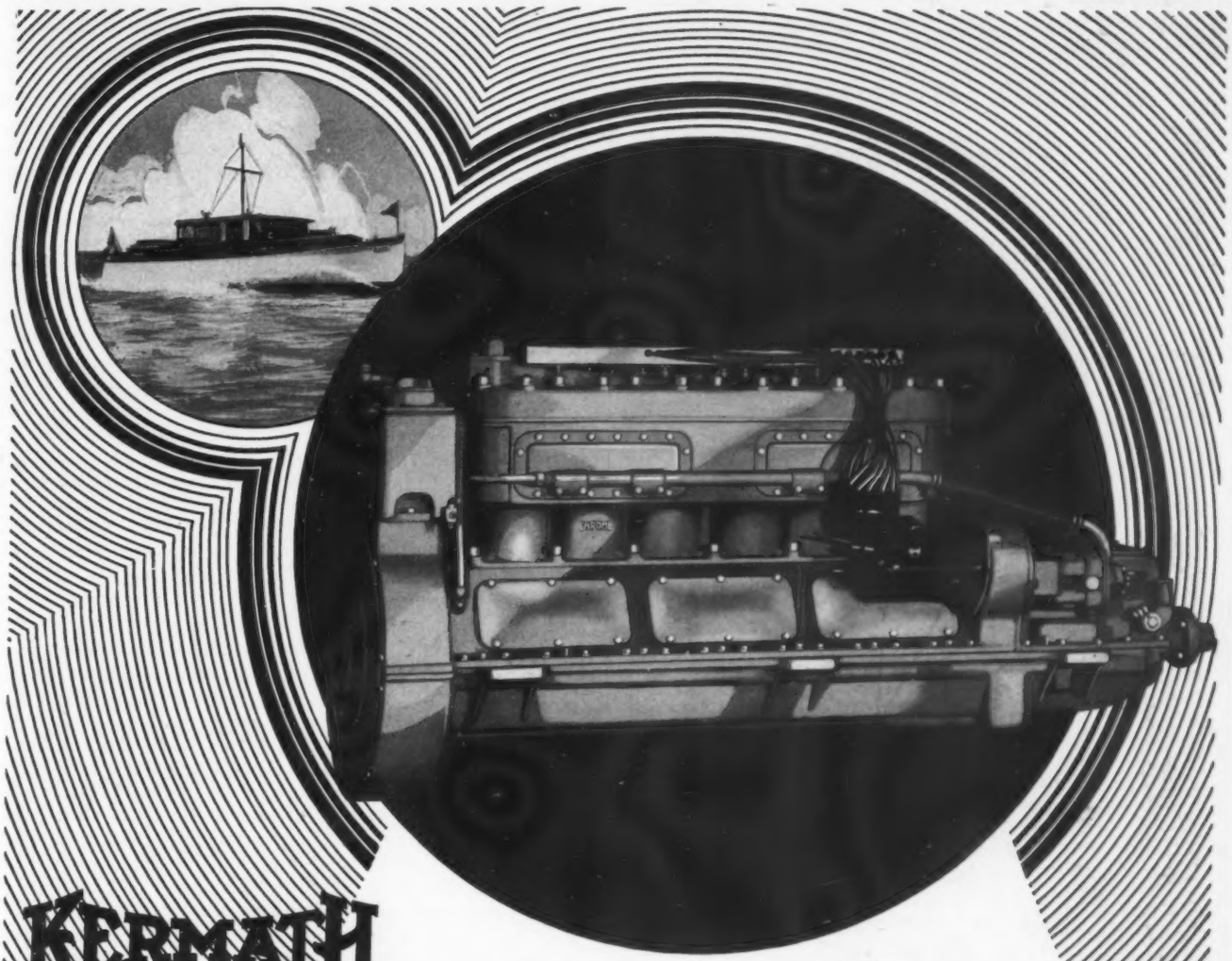
I set the balloon jib and for half an hour or so we drifted inch by inch toward Stone Island Reef. Then, seeing a dark swirl of the west-bound current around the end of the jetty, and not being particularly anxious to get caught in it without steerageway, I started the motor again and immediately shut off the fuel valve. The gasoline in the carburetor carried me clear of the reef and into the embrace of the helpful tide without overheating the cylinders.

For another half hour I sat and hoped for wind, sadly watching the Duck Island overnighters chugging off westward with empty sails. Then I decided that the worst I could do with my useless motor was take it apart and be unable to put it together again, and so left *Hotspur* to wrap the ballooner around the forestay and turned to on the water pump with grim determination. With the pump entirely apart, the trouble was easily discovered. A pin holding the driving gear had sheared off (hence those piteous squeaks) and while the pump shaft was still capable of driving, the gear, together with its driven gear, sat still. Filing a new pin out of a long brass screw was simple in essence, but what with attempting to hold *Hotspur's* head on a southwest course and be engineer at the same time, noon was half an hour gone before the engine was running again.

The gears, badly scored by the sheared pin, gnashed their teeth when I started up, but the improvised pin held, water issued from the exhaust, and the engine remained cool. Looking around and discovering that in five hours of drifting we had not covered half the distance between Stone Island Reef and Falkner Island, I opened the throttle little by little and got away from there.

Far out in the middle of the Sound I saw a tall sloop leaning over to something and at the same time felt a breath of southerly air in *Hotspur's* sails. For an hour we continued under power, the balloon jib and mainsail just filling on the port tack. Then suddenly the real breeze greeted us, and I shut off.

I had noticed before this that when a man is alone the wind is either too much or too little, and by half past two I was commencing to doubt the wisdom of carrying the balloon jib much longer. A glance at the mast confirmed me in this opinion, although I didn't realize until later that I had forgotten to sweat in the last few inches on the backstay. Hurriedly I lowered



KERMATH

# The New Sea-Farer

## 150 H. P. L-Head "Six"

# Exclusively Standard

## In Matthews 40th Anniversary Cruisers

When, out of the fullness of their forty years of experience in boat building, Matthews standardizes exclusively on the new 150 H. P. Kermath "6"—the Sea-Farer—to power their 1931 model 38- and 46-foot cruisers, you can know that sheer merit alone dictated its selection.

Smoothness of operation—absolute reliability—excess power development—responsiveness to the throttle—instant action—new speeds—and extreme economy of operation are the factors that make the Sea-Farer preëminent in its power class.

An "L"-head Six—5" x 5¾" of 678 cubic-inch displacement and turning up from 100 to 153 H. P. at from 1000 to 1600 R. P. M.—the Sea-Farer is a power plant of great ruggedness and husky strength. A true thoroughbred of the Kermath lineage.

It is a new low-compression model with a single carburetor and extra heavy flywheel. The 7-bearing interchangeable crankshaft is completely machined and drilled for forced-feed lubrication.

Other outstanding features are true right and left opposite rotation for twin-screw power; crankcase ventilation; back-fire flame arrester, absolutely avoiding any fire hazard; oil cooler and oil filter.

The Kermath "175" and "225" Sixes are also standard exclusively in the other Matthews models where increased power has become desirable.

Complete data covering these Kermath models will be sent upon request

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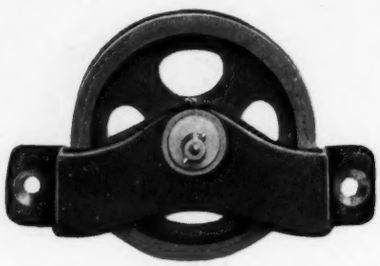
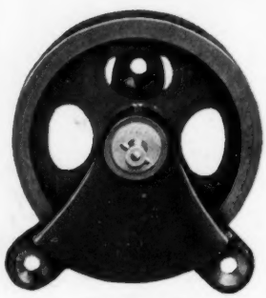


FLAT



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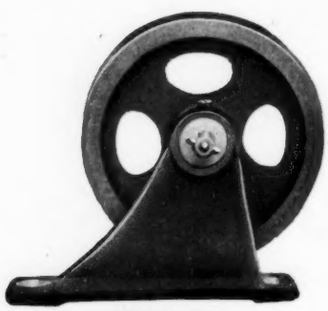

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For 1/4", 5/16", 3/8", 1/2" and 5/8" cable
Larger sizes to order

ADVANTAGES: Very compact, rugged construction, large diameter sheave wheel, large, readily removable pin and GREASE LUBRICATED through Alemite fitting in pin. Brackets may be used separately as bell-crank housings.

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the tiller to its comb in the midship notch and cast off the balloon jib sheet. Then I rushed forward and, carrying the halliard to the end of the bowsprit, lowered away slowly while smothering the billowing yards of canvas in my arms. The pressure on her head being relieved, *Hotspur* slowed down, came into the wind and lay there so obligingly that only the clew of the balloon jib, dragged into the water by the whipping sheet, got wet.

Little by little I was getting acquainted with my boat, and I now learned that with only her mainsail set and her helm fixed amidship, she hove herself to docilely and uncomplainingly. Affairs being so nicely in order, I took my time bending on the working jib and finding a few mouthfuls of cold vittles. Then, being refreshed, I set the forestaysail and jib and laid a course for Lloyds Neck, thirty-five miles or so west three-quarters south.

With the working sails drawing and *Hotspur* once more on her way, I saw the wind in its proper light and set its strength at no more than fifteen miles, with nothing in the sky to indicate that it would blow very hard. Its direction was a point or so west of south, and with started sheets we could lay our course and move easily through the water. Everything else in the fleet of homeward-bound Newport visitors having overtaken and passed us in two days, I fixed my gaze on a four-masted commercial schooner and determined to beat her at any cost. Don't think she wasn't racing. As soon as her skipper spotted us he set four topsails, one after another, and the old hooker fairly ate up the miles — six every hour. By dark, despite her most prodigious efforts, we had her hull down astern.

In two summers of cruising in *Hotspur* my wife and I have sustained the formality of steering the little vessel. Or, rather, P. L. has steered while I have thought up vital little jobs that demanded my attention otherwhere than the tiller. With my permanent helmsman at home (and no doubt wondering why I wasn't getting there) I found no abatement of the itch to do odd jobs on deck. In this way I chanced upon the discovery that *Hotspur* no more needs personal attention at the helm than a horse needs to be guided to its oats. I had lashed the tiller to coil down the headsail halliards, and when I glanced again at the compass saw that we had come up half a point and were sailing a fair course with the luff of the mainsail lifting. This circumstance prompted me to ease the main sheet a trifle more and adjust the tiller lashing microscopically to hold us on the desired course. For five minutes or so I sat beside "Cotton Mike" and watched him at work. Not once in that time did he ask time out to roll a cigarette or find the matches. Truly, unfalteringly, he sailed the course, the wind a point and a half forward of the beam, the headsails sheeted hard, and the mainsail slides clicking gently on the mast track.

Swell! I had found a new permanent helmsman and come to the realization that on our next cruise P. L. and I can both do ship's work while *Hotspur* sails herself. (Provided, of course, the wind is steady from the proper quarter.) I got out the oilstone and sharpened knives and chisels. I went below and shaved, standing by the foot of the mast and listening to the reassuring click of the mainsail slides. I cleaned and lighted the running lights while the sea was still smooth, and hung them in the rigging. As the afternoon wore on I even realized that warm food would do me no harm and took half an hour off from interesting work to cook, eat, and wash dishes. Once "Cotton Mike" steered without supervision for forty-five minutes on end. At other times he required adjustment at five- or ten-minute intervals if we happened to catch a wave wrong and our bow fell off.

# AROUND THE WORLD WITH RED WINGS

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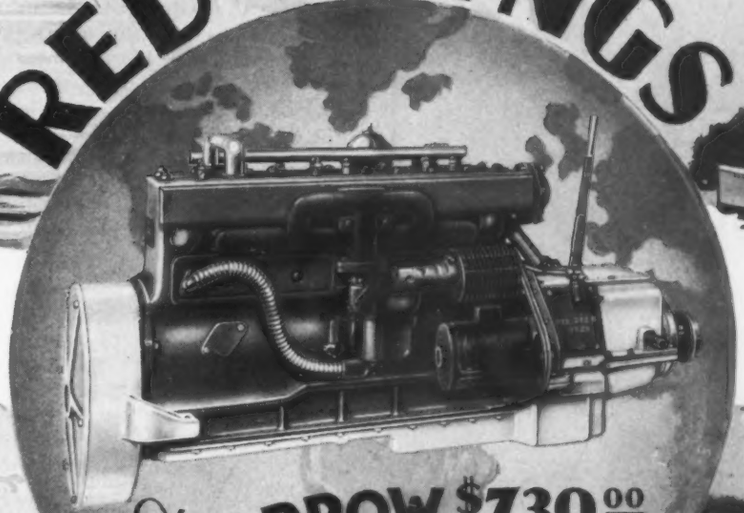

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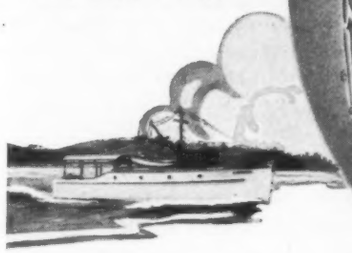
*Here's the "3 Jacks"—and the scene is the Florida coast. Owned by Col. James Elverson, of Philadelphia, and propelled by another Red Wing* **Thorobred.**



*The cruiser "Elmarannia", belonging to Mr. Langlois, often may be seen plying Pacific waters off the coast of Vancouver. Another Red Wing BB-4, 40-50 h. p. powers her.*

*Martin Nelson, of Chippewa County, Michigan, owns this fine, permanent top, 20-footer. A Red Wing model D, 10-14 h. p., sends it along at 9 miles per hour.*

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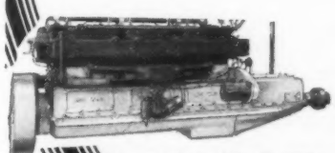

**Red Wing "Big Chief Special Six"**, 110-150 h. p. *Thorobred*—6 cyl., bore 5¾", stroke 7". For large cruiser or heavy work boat.

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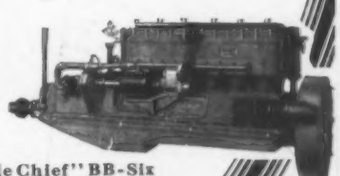

**"Little Chief" BB-Six Thorobred**—6 cyl., 60-85 h. p. with 4¼" bore and 6" stroke. For fast runabouts or cruisers.

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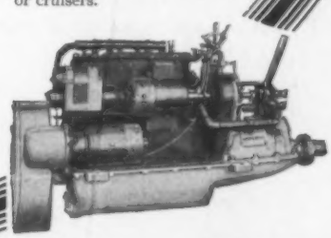

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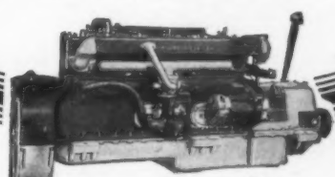

**"Arrow Special"**—A 6 cyl., 45-85 h. p. *Thorobred* with 4⅛" bore and 4¾" stroke. A rugged, high speed, ultra-smooth motor.

**Red Wing Thorobred Model D**—4 cyl. with 2¾" bore and 4" stroke, 10-14 h. p. For yacht tenders, fishing boats, etc.

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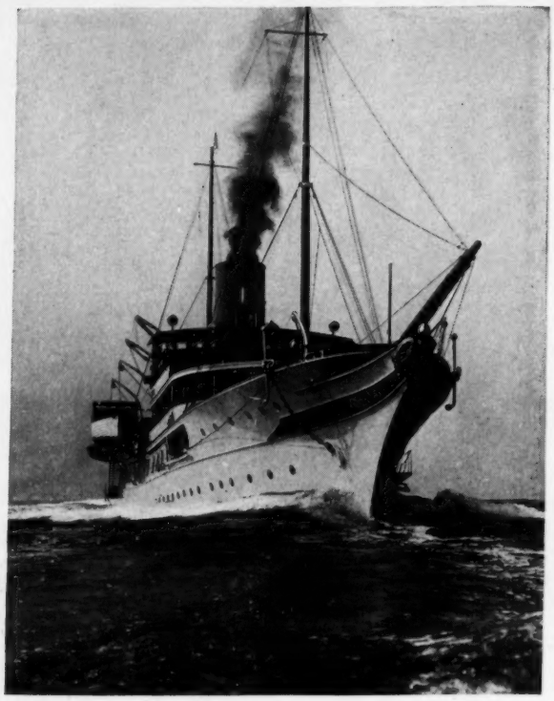

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It was at two-thirty in the afternoon when I found myself relieved of the necessity of steering. At five-forty we passed to leeward of Stratford Shoal Lighthouse and I saw that the tide had again turned to westward and was kicking up a bobble. Motor boats, trolling on the shoal, danced in the sparkling sea. My friend the four-master was now on our weather quarter, and even as the wind piped up she continued to drop astern.

If ever I do drown it won't be because I jumped overboard. Sailing is too much fun for that. At 8:05 we left the can buoy off Eatons Neck so close aboard to port that I got a good scare as it loomed out of the darkness. The wind by now was blowing a rail breeze and *Hotspur* was lying over to it with a will. Once when she dipped her nose into it she fell away rapidly to west nor'west and I felt that it was time for me to relieve the helm. Casting off the cotton lashing, I took personal charge, standing up to look over the lashed dinghy and trying to meet the waves easily as they came. Five minutes of that, however, convinced me that of the two of us Cotton Mike was the steadier helmsman. He sailed with mainsail just lifting. I found myself yawing and luffing until the jib and forestaysail thundered.

So I gave the job back to Mike and went forward to stand by the rigging and look for Lloyds Point lighted buoy. How the wind sang there, and how the waves rushed by, and how our tall stick leaned over, etching in my consciousness a picture of sails and taut shrouds against a spatter of stars! In that half hour between Eatons Neck I got really acquainted with my little ship. Her own personality seemed to be in charge abaft me, and her joyous soul sang the song of rushing wind and water. As I glanced astern at the cockpit, its darkness dimly relieved by the binnacle light, I realized with difficulty that there was no actual person there, guiding me as I stood lookout.

The buoy flashed by to starboard and I ceased being an admiring onlooker and became a deck hand, shortening down to jam *Hotspur* on the wind and head in for Seawanhaka's distinguishing lights. In coming from the eastward they are a friendly guide long before Cold Spring Harbor Light opens away from the Neck. The light appeared and even with the forestaysail furled it was only short minutes before we had entered the red sector and were coming about to the starboard tack.

As always with a southerly blowing out of Cold Spring Harbor, it let up as we crossed the shoal and the mouth of Oyster Bay. Finding the expected soft spot in the lee of Coopers Bluff, I handed the jib and then the mainsail. With four bells tinkling from the ship's clock and the chance of reaching a telephone in a private house ashore dwindling with each passing minute, there was small use in beating up the last two miles.

So the motor took up its hum (and its circulating water) and we chugged along, an undeviating trail of phosphorescence astern of us, and ahead, our permanent mooring, hidden somewhere in the blackest of black harbors among the forest of little masts of the Cold Spring racing fleet. After thirty hours of sailing *Hotspur* and I were getting home.

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### Greece to Gibraltar in "Carlsark"

(*Continued from page 72*)

to veer off just enough to clear us. We could hear the jabberings of excited Latin voices from the bridge as she lumbered off into the night, followed by a gale of tugboat blasphemy. The remainder of the night was spent dodging the steamer traffic that was converging toward Cabo De Gata.

*Carlsark* reached Cabo De Gata in the early morning, and, shaping our course around it and toward Gibraltar,

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# QUALITY · SERVICE *and* CORRECTNESS

*has gained for us the reputation as*

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correct uniforms were considered essential in maintaining proper discipline among the officers and crew, and indispensable for complete yachting enjoyment by the owner.

For three-quarters of a century we have been supplying correct yachting uniforms and accessories to thousands of yachts throughout the country. Among them have been nearly all the famous pleasure and racing craft in recent yachting history, including the *entire fleet of defenders in the America's Cup Race of 1930.*

It was therefore very appropriate and gratifying, indeed, when a well-known yachtsman found occasion, recently, to refer to our house as "A YACHTING INSTITUTION BY TRADITION".

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# TWO *Modern Transatlantic Reasons why* "FURNESS" *Leads the way to* BERMUDA

WE'RE on the "BERMUDA" in the midst of a British sportsday. There goes the "VEENDAM," a long fast silhouette against the Summer sea — Dutch food, Dutch service, fresh from ocean crossings. Two types of transatlantic travel from which to choose under the Furness flag . . . and no bobbing tenders lie between us and our destination at the dock in the heart of Hamilton.

Goodbye Winter — we've signed on for a little bit of heaven where they don't know the word "chill." Let's swim to celebrate . . . in the "BERMUDA'S" Roman pool today, tomorrow in that turquoise ocean!

ROUND TRIP FARES FROM $70 Inclusive Rates on application

*The Bermudiana and the St. George hotels — as up to the minute as the ships themselves — express the Furness idea of living ashore.*

Sailings Wednesdays on S. S. VEENDAM and Saturdays on M. S. BERMUDA. Ships leave Manhattan Pier 95 (West 55th St.) and go direct to dock at Hamilton (Bermuda), thus avoiding inconvenience of five-mile transfer from anchorage.

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we faced into the heavy seas that had been piled up by the Vendavale. However, the blow was dying away and we were able to make headway across Almeria Bay. The wind followed the sun around, and by nightfall *Carlsark* had her canvas set wing and wing before a mild Levanter that drove us along the south coast of Spain past Cape Scaritif. We put into Malaga before noon, seven days and 700 miles out of Cagliari.

After a two-day sleep in Malaga, we departed the old wine port in the afternoon, bound for Gibraltar, 60 miles to the westward. That evening we found a gentle quartering breeze and sailed along under a clear moon. We felt that Mare Nostrum was tempting us to stay, but, by this time, we knew its siren ways too well to be fooled. We made the best of this gentle mood, however, and hastened toward the even-tempered Atlantic. In reward for our scorn and in apparent effort to keep us bottled up, the gentle breeze backed around into the west and commenced to blow a hard, damp Poinnete from the west. We strapped in the battered canvas and jammed *Carlsark* into it with a prayer that the sails would hold together until we reached Gibraltar where a sorely needed new suit awaited. They held, and on the following afternoon we rounded Europa Point in a sea running so high that the full-powered liners stood close into the lee of the Rock and far off their usual course, seeking quieter water. And then we turned in to the Admiralty Harbor, picked up the mooring that we had made fast to four months before and furled the storm-worn sails.

The long hard chance was over. Behind us lay Mare Nostrum — Our Sea because it cradled our race and bore over its blue waters the first sails of the western world and the men that spread the culture that today is ours. It was far different from the sea we had seen in our "pipe dreams." It had given us an everlasting battering and turned *Carlsark* into a hell-ship at times. But these were only petty hardships compared with the profound experience of having known the Mediterranean, rich beyond all other seas in historic beauty, and birthplace of the ships and sails of our civilization.

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## The Early Motor Boat Shows

(*Continued from page 60*)

designed and built by the Gas Engine and Power Company, now the Consolidated Shipbuilding Corporation. In these boats the designers developed a much more efficient and seaworthy type of hull, that might be considered the forerunner of the power boat of today. It would be hard to overestimate the part that the naphtha engine played in the popularization of power boating and in the development of small power driven craft — even after the perfection of the internal combustion engine which, later, replaced the naphtha engine in the first years of this century.

Another type of power boat that came into some use during this period was the electric launch, developed in this country principally by the Electric Boat Company, now the Elco Company. There were no generating plants in those boats, the power being stored in batteries located beneath the seats or in a compartment amidships, which were charged from some shore plant or power line. During the World's Fair at Chicago, in 1893, a large fleet of these electric launches was operated with great success. But the boats were limited in their cruising radius and had always to be based near some charging station, so that they quickly disappeared after the gasoline motor began to be used for pleasure boats.

The real popularity of the power driven boat came, of course, with the perfection of the internal combustion motor for marine installation. While some use was made of this type of power in the 'nineties, it was in the early

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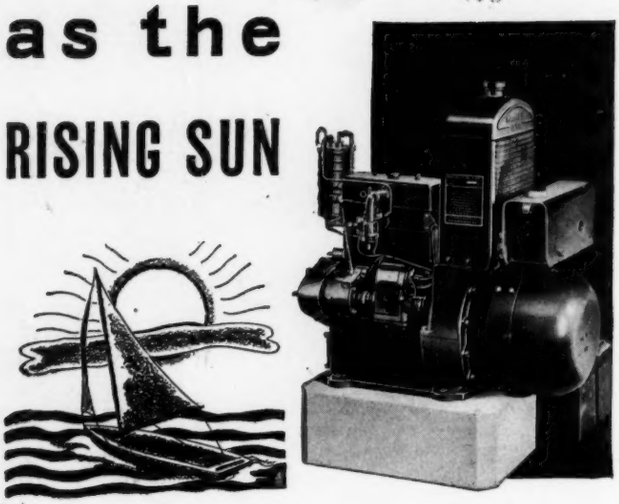
# QUIET as the RISING SUN



KOHLER Electric Plants are widely known for their dependability, compactness and automatic operation.

Now comes a new model—Model D-32—which furnishes small amounts of current without a whisper. On board the modern yacht there is a definite need for a Kohler Plant of this kind . . . a plant furnishing light for hours without even starting the motor . . . a plant providing silent light throughout the night.

The Model D-32 is equipped with a two-tray rubber cell battery which delivers 32-volt direct current.

When the first light or appliance is turned on, the current is taken from the battery. After the load has reached 300 watts, the plant automatically jumps into action, furnishing current and also recharging the battery. A new Kohler with all the advantages of its sister models—plus storage current when wanted.

Other Kohler Electric Plants generate current at 110 or 220 volts A. C. or D. C. Capacities range from 800 watts to 10 K. W.

Send coupon below for information specialized to your need. State whether information on the new model is wanted. Kohler Co. *Founded* 1873. Kohler, Wis.—*Shipping Point,* Sheboygan, Wis.—*Branches in principal cities.* . . . Manufacturers of Kohler Plumbing Fixtures.

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Gentlemen:

☐ Please send catalog describing Kohler Electric Plants.
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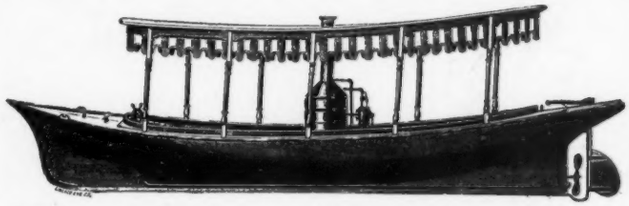
nineteen hundreds that builders of pleasure boats seriously turned their attention to the development of hulls to take these engines.

Those early shows were crude affairs as measured by present day standards. Yet they were intensely interesting to the yachtsman. The windjamming sailor scoffed, but stayed to examine. The large yacht owner saw the possibilities, if he had any vision.

Most of the boats at those early shows were small open launches, with seats running around the side and the engines planted in the middle of the hull. Usually some sort of canopy top kept off the sun, but not the rain or wind. Speeds of seven to eight miles were the average. Naval architects had hardly got in the picture then, and the modern hull type designed for conservation of power and for greater speeds was still in the future. But by 1910 all this was changed. Yacht designers were on the job and tackling the problem scientifically. Cabin boats, the forerunners of the present type, were making their appearance. The raised deck type began to be seen, and the ordinary trunk cabin type, then called a "hunting" cabin, was popular.



*A 25-foot steam launch of the period preceding the naphtha engine. Her maximum speed was 8 m.p.h.*

Thirty years ago the engines were cumbersome affairs, mostly of the heavy duty type, and they lacked the refinement and the high speed of the present marine motors. But they were so great an improvement over any previous power for small boat propulsion that they were then considered marvels of compactness.

In describing the Motor Boat Show of twenty-two years ago, a writer in YACHTING has this to say about the boats exhibited in 1909: "Not so long ago a speed of 12 to 15 miles was considered obtainable only in uncomfortable and wet racers. The Gas Engine & Power Company's 30-foot family runabout and the 35-foot Elco Express, with respective speeds of 12 and 23 miles an hour, exemplify the speed and passenger-carrying abilities of the fast runabout type which is now coming so much into use for day trips, and for ferry service on comparatively sheltered waters. Clean-lined, with a good freeboard forward and a well-pronounced flare, these boats will stand weather which will do all sorts of things to an out-and-out racing hull; their engines are located forward under the hoods, and the ventilation of these compartments is splendidly taken care of. The increase in size of the open launch is something surprising to those who have not kept in close touch with the situation, for one of the season's productions is a 45-foot runabout with a 60-h. p., 6-cylinder engine, which gives a speed of 20 miles per hour. The dory will be uncommonly popular during the season of 1909. In all sizes from 16 to 25 feet, they undoubtedly give more for their money in seaworthiness, size and carrying capacity than almost any other open type."

Even in out-and-out racing craft a speed of some 30 miles per hour was then the maximum. That was the year *Dixie II* won the Gold Cup with a speed of 32.9, and she was the fastest boat in the United States, if not in the world. Truly we have gone a long way in power boat development since that time, as a survey of this year's Show will convince any one if he but looks back to those exhibits at the old Madison Square Garden.

(*Continued from page 132*)

## Hardware by Wilcox, Crittenden

Wilcox, Crittenden & Co., Inc., of Middletown, Conn., will again occupy Booth 203, third floor. The exhibit will be a large one, showing leaders in this line of marine hardware. It is, of course, impossible to show more than a small portion of the great variety of Wilcox-Crittenden products, but representative groups of fittings have been selected, and so arranged that there will be ample space in the booth for visitors to enter and look around. The boatman, accordingly, has an opportunity to examine the fittings at first hand.

The Yachtsman's Anchor, which has proved very popular will, of course, be shown, as well as several other popular types of anchors — the Navy Stockless, Folding, etc. A number of new types of Steerers for small runabouts, cruisers and outboards will be a feature of the exhibit. These are being offered at very reasonable figures by reason of quantity production. New designs of controls for engines will include the new type of remote controls for racing outboards, and several new patterns for runabouts and cruisers. Reverse gear controls will be included in this portion of the exhibit. Deck Fittings, such as cleats, chocks, etc., will be shown in various metals — bronze, brass, white metal, and will include a new line of streamline fittings specially suited to small runabouts.

## Tropical Woods for the Boat Builder

In spaces 87 and 88, on the third floor, the Indiana Quartered Oak Co., of Long Island City, will show both finished and unfinished planks of various tropical boat woods, including teak, genuine mahogany, Spanish cedar and Philippine Indoako wood — the last named being regularly used in about three-quarters of the Show Boats. Some interesting boat models built of these woods will also be exhibited.

At the same booth, Clifford S. Hadley, the nationally known boat designer and racing driver, will again give the benefit of his advice to all who are interested in questions of boat construction and operation. This is the second year that this service, which proved extraordinarily popular last year, will be accessible to the public through the courtesy of the Indiana Quartered Oak Co.

## Edson Marine Equipment

From the days of the clipper ship to the present, Edson steering gear and pumps have been giving excellent and unfailing service. A competent engineering force, keeping in touch with the latest ideas in boat design and construction, has kept the Edson products strictly up-to-date. Every reliable type of steering device for yacht service is offered by Edson.

In addition to Edson's time-tested steerers, this firm will display bottom-suction and lift-and-force pumps of the most durable and rugged construction, and their line of boom-buffers.

(*Continued on page 180*)


WHY FAMOUS MEN OF THE DAY USE BARBASOL

# Barbasol is the Headliner Shave

## *a quick, clean act, with a "wow" finish*

*"We're all showmen — behind the lights or on the stage of life — and that's why the Barbasol shave is best for the boys who have to take the spotlight, whether in big business or in the show business. Barbasol's a real trouper — no fuss; no trouble; no brush, no rub, or lather. And how quick and clean the razor gets through its routine. And, man, what a fine finish! I give it a big hand."*

Jesse Crawford

**Barbasol testimonials are not paid for*



**JESSE CRAWFORD, musician extraordinary; wizard of the motion picture pipe organ; creator of musical novelties and "effects." He's a featured artist at the great Paramount Theatre on Broadway these days, where he is charming thousands daily.**

IT'S the comfort, speed, ease and almost magical beard-softening of the Barbasol shave that turns so many men into Barbasol Believers. In fact, they get so enthusiastic they HAVE to write us letters. Hundreds pour in all the time. Here's one: "Could not wait until I let you know how delighted I am . . . never had a shave like Barbasol," F. M., New York. Another says, "Have a strong beard, but since using Barbasol get a clean quick shave without hurting my face," C. E. C., India. "For anyone who suffers from after-shaving soreness," writes F. J. B., of Pennsylvania, "I earnestly recommend Barbasol." (Names on request if you want.)

***Now YOU Try It — But Use It RIGHT***
***Follow these directions and you'll be following the crowd —***

**1.** Wet your face thoroughly. Leave it wet. **2.** Spread on Barbasol. Don't rub it in. **3.** Wet a good blade and — Shave.

If you're going to be a Barbasol Believer, don't look for a lather. Barbasol is new, different, modern. Don't try to make it elaborate. No brush needed at all, you know.

And man, how clean and crisp the razor glides along. How refreshed and soft and COMFORTABLE your face feels afterward. Blades last longer, too. Get Barbasol from the drug store today, generous tubes 35c and 65c.

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**BARBASOL SKIN FRESHENER**

**Here's a new kind of "bracer." Slap it on face or neck, morning, noon or night, for a quick pick-up. It t-i-n-g-l-e-s; rejuvenates.**

# Barbasol

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**NO BRUSHING — NO LATHERING — NO RUBBING**

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This two-piece chaise longue is made of natural rattan with reversible waterproof cushions.

Tabouret with handle, rail, top and bottom. Formica is used on top and bottom shelf. Used on yacht "Sheila."

Comfortable deep-seated chair in natural rattan, arm woven in three-tone French cane, reversible waterproof cushions. Used on yacht "Sylvia."

WE are specialists in the manufacture of cabin and deck furniture for the boat.

Amongst our installations are:

The Clyde Lines, New England Steamship Co., Sikorsky Aviation Corp., and many of the most luxurious yachts afloat, including "The Gem," "Alder," "Pleiades," "Aras," "Sheila," "Sylvia" and "Manchonoch II."

THIS comfortable yacht chair may be had in natural Rattan trimmed with colorful French cane, and cushioned in waterproof materials of your selection.

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**THE Motor Boat Mart on the 2,200 foot Navy Pier in Chicago is the world's largest permanent marine exhibit where prospective boat Purchasers have an opportunity of inspecting and comparing the leading makes of cruisers, runabouts, sail boats, outboard boats, power plants, outboard motors and accessories. The Motor Boat Mart is not a local enterprise but a national institution endorsed by Chicago civic authorities and yachting organizations to which thousands of visitors come every month from every state of the union.**

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**The 1931 Chicago National Show will open at the Motor Boat Mart, April 24th and continue for ten days. During the period of the National Show manufacturers enlarge their exhibits with special displays to meet the demand of the greatly augmented show audience. To manufacturers desiring exhibit space for the year 1931 we offer the three options given below. Mail coupon today for full particulars.**

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Chicago National Boat Show period, including one week prior to and one week after end of show. $1.50 per sq. ft.

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